

# The Hongkong

(ESTABLISHED 1881.)

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April 16th, 1912, Temperature a.m. 67, p.m. 72; Humidity..84, 67.

April 16th,

No. 8762

周一初月三年子王

WEDNESDAY, APRIL 17, 1912.

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## TELEGRAMS.

### SHIPPING DISASTER.

Full Story of the Sinking of the Titanic.

### NEARLY THREE-FOURTHS OF THE PASSENGERS GO DOWN WITH VESSEL.

[Service to the "Telegraph."]

London, April 16, 5 a.m.

Reuter received an exclusive message reporting the sinking of the Titanic as the papers were going to press. This is printed alongside editorials and special articles expressing thankfulness for the safety of the vessel and dwelling upon the marvels of science in minimising the dangers of modern sea-going. These articles were based upon yesterday's reassuring despatches and interviews in New York to the effect that it would be easier to sink a cork than the Titanic.

#### DON'T WORRY.

Many liners, responding to the wireless calls from the Titanic, are hastening to the rescue. The parents of Mr. Godalming, the Titanic's wireless operator, last night received a message from their son as follows:—"Making slowly for Halifax. Practically unsinkable; don't worry."

Not merely the public of New York and London but of all the European capitals, lulled by a feeling of relief over such assurances, are now confronted with an unprecedented disaster.

#### WELCOME PREPARED.

New York was preparing to give the Titanic a welcome greater even than that given to the Olympic in 1911. The passengers include many distinguished Americans, who waited over in Europe in order to enjoy the experience of voyaging homewards by the world's greatest and most luxurious liner. Altogether the souls on-board number 2,358.

The insurance effected on the hull amounts to a million sterling, but there were at least fifty tons of rubber aboard, much tea, consignments of diamonds, and valuable papers. The estimate is a million sterling in bonds and jewels alone.

## TELEGRAMS.

### SHIPPING DISASTER.

"HORRIBLE LOSS OF LIFE."

[Service to the "Telegraph."]

London, April 16, 2.10 p.m.

Reuter's New York correspondent reports that the statement of the White Star official given out at nine last night was to the effect that there had been "a horrible loss of life." Though not giving details, this report tends to confirm the earlier Press wireless from Cape Race, showing that the loss of the Titanic was probably the most appalling shipping disaster on record.

### ONLY BOATS AND WRECKAGE.

The s.s. Carpathia, it is reported, reached the scene of the disaster and found only boats and wreckage. It is believed that only 675 of the crew and passengers are saved out of a total of 2,200, mostly women and children.

### UNDER WRITERS SEVERE J.Y. HILL.

The "Times" states that the Titanic striking the ice and sinking within a fortnight of the insurance coming into force had not occurred to the insurance market as a reasonable possibility, hence none of the past vicissitudes of the underwriting world were approachable to this in severity. The cost of the building of the Titanic was £1,175,000, though the value was placed in the policy at a million.

The whole of this is uninsured because the British and continental markets were not big enough to swallow the sum. The rate paid was very low, less than one per cent. It is believed that much of the cargo is high-class material from the Far East, transhipped in England. There is one consignment of diamonds, possibly worth nearly a million, and the underwriters are lucky if they have no losses on ostrich feathers. The value of the pearls carried by one American lady alone is believed to be £120,000.

## TELEGRAMS.

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### SHIPPING DISASTER.

GREAT EMOTION.

[Service to the "Telegraph."]

London, April 16, 4.55 p.m.

The disaster has created amazement and dismay. Apart from regretfulness, the people are astounded at the inefficiency of watertight compartments. The news has been received with great emotion in the Continental capitals and the utmost sympathy is felt as people from almost every country have suffered. At the shipping ports flags are at half mast.

### THE NIAGARA'S CALL.

London, April 15, 7.35 a.m.

Reuter's New York correspondent states that the French liner Niagara has arrived and reports that in the vicinity of the Titanic disaster on Wednesday night she was constantly brushing small floes. A thick mist prevailed and speed was reduced. Finally a severe shock was experienced and diners were thrown to the floor while dishes were scattered. The captain sent out a wireless call of distress which was subsequently cancelled when he found that the damage was less serious than he first thought.

### SEARCH ABANDONED.

London, April 16, 8.25 p.m. Reuter's correspondent at Halifax states that the Parisian steamed through much ice during its search, but did not discover rafts or bodies among the wreckage which covered a large area.

The Virginian, according to wireless messages, is proceeding to Liverpool having given up the search.

### PREMIER'S STATEMENT.

London, April 16, 4.55 p.m.

Speaking in the House of Commons amid profound silence, Mr. Asquith read the latest news concerning the Titanic. He said he was afraid they must brace themselves to confront one of those terrible events, the order of Providence, which baffled foresight and which appalled imagination. He could not say more at present other than to express admiration that the best traditions of the sea seemed to have been observed, that willing sacrifices were offered so as to give a chance of safety to those least able to help themselves. He expressed the nation's heartfelt sympathy with those bereaved (sympathetic cheers.)

### REICHSTAG'S SYMPATHY.

Reuter's Berlin correspondent states that the Reichstag stood as a mark of sympathy with the Titanic disaster. The President expressed sympathy with Britain and the other nations involved.

## TELEGRAMS.

### CHINA IN TRANSITION.

TROOPS SENT HOME.

(Our Own Correspondent.)

Shanghai, April 17, 9.10 a.m.

Two hundred Nanking rioters have been sentenced to death. The remainder of the Kiangsi troops have been sent home.

### NOTABLES' MOVEMENTS.

(From Chinese Sources.)

Shanghai April 16. Wong Ching-wai and Kan Cheong left Shanghai for Canton to-day.

### THE LOAN DEADLOCK.

As the Chinese Government cannot meet the demands of the six powers interested in the loan the latter have refused to hand over any part of the loan contracted for.

Luk Ching-cheung has recommended to Yuan Shih-kai the appointment of Wong Kwang-ki as vice minister for foreign affairs.

### TANG'S FINANCE.

The people in Peking, Hunan, Hupeh, and Kaingsu, supported by two very influential newspapers are evincing strong opposition to the methods advocated by Tang Shao-yi in raising foreign loans.—"Shat Po."

### NEW DIPLOMATIC COMMISSION.

Shanghai April 16.

Chen Yi-fan has been appointed diplomatic commissioner at Shanghai.

### PROPOSED HUGE LOAN.

Hung Hi-ling, Minister for Finance, has telegraphed to President Yuan Shih-kai asking his opinion as to the raising of a foreign loan for \$500,000,000. Foreigners who have been consulted on the subject have expressed the opinion that before such a loan could be floated it will be necessary that China's financial administration should be under the direct supervision of foreigners.

### SEDDON CASE

NO REPRIEVE.

(Service to the "Telegraph.")

London, April 16, 12 p.m. Reuter's correspondent at Sydney states that the locally constructed destroyer Warrego has made a successful trial, doing twenty-three knots an hour.

## TELEGRAMS.

### HOME RULE.

UNIONIST CRITICISM.

[Service to the "Telegraph."]

London, April 16, 7.10 p.m.

Speaking in the House of Commons, Mr. Walter Long said it was a mere pretence to suppose that a Bill propitiating the enemies of British rule and humiliating those who were loyal to the British flag, would bring peace and harmony to Ireland. There was no analogy in the case of the Dominions. In South Africa there had been a great process of unification, affording no precedent to the Government's proposals. In criticising the details of the Bill he said the nominated Senate was stillborn and without a friend anywhere. The land legislation provisions would throw a great scheme into hopeless confusion.

### TIM HEALY APOLOGISES.

Mr. T. M. Healy made a strong appeal to the Unionists to become appeased. He suggested that half of the Senate should be nominated by Protestant bodies and that the Senate should be empowered to veto appointments over 500. He criticised the details of the Bill and warmly supported it generally. He apologised to Mr. Asquith for ever having expressed doubt regarding his sincerity.

### BILL NOT FINAL.

London, April 16, 11.25 p.m.

Mr. Bonar Law said it was impossible to regard the Bill as a final settlement because it gave a constitution to which none of the self-governing Colonies would submit for a week.

If it were necessary, and possible, he would give Ireland the same powers as Canada, because then there would be a chance of a friendly Ireland.

Under the present Bill, whenever things went wrong, all the blame would be placed on the Imperial Government's restrictions. The agitation would thus remain, the only difference being that the grant of the Irish Parliament would give it leverage and make it infinitely more dangerous than it was at present.

### ULSTERMEN READY.

Mr. Bonar Law concluded by saying that Ulster's opposition made Home Rule impossible. Ulstermen were ready to lay down their lives. How could their resistance be overcome? He reiterated that the Government was introducing the Bill against its convictions and because it was dependent upon Irish votes. It was Mr. Asquith's debt of honour.

### A DEBT OF SHAME.

Regarding the reform of the House of Lords he said that they must wait till the debt of shame was paid to Mr. Redmond. The Bill could not be carried without submission to the people.

### BIRRELL'S REPORT.

Mr. Birrell said that the speech of Mr. Bonar Law was violent and impudent. The Liberals were content with their Prime Minister and did not envy the Opposition their new leader.—Reuter.

## TELEGRAMS.

### HOME RULE.

REPLY TO MR. BALFOUR.

[Service to the "Telegraph."]

London, April 16, 11.25 p.m.

Mr. Herbert Samuel, reply to Mr. Balfour, said it was expected that the Irish deficit would disappear in ten years. The Irish Government would be empowered to contract loans for development purposes. Mr. Balfour's arguments might with equal justice be advanced against any scheme of Colonial Government, but it was the denial, not the grant, of Home Rule that led to separatist tendencies.

### HOME POLITICS.

### DISESTABLISHMENT BILL.

[Service to the "Telegraph."]

London, April 16, 4.55 p.m. Mr. Asquith announced in the House of Commons that the Disestablishment Bill will be introduced on the 24th inst.—Reuter.

### CANTON NEWS.

(The "Telegraph" Correspondent.)

Canton, April 16.

The Public Works Department here has drawn up a schedule of regulations governing the dimensions of wharves to be erected for dealing with the river traffic. The Shanghai Foreign and Chinese Relief Society for administering aid to the sufferers from famine in Kiangsi and Anhwei, has sent an urgent telegram to the Governor-General asking for support. According to the message 2,000,000 people are suffering from famine in the North, and so hard are they pressed that they are eating bark of trees and grass roots. On receipt of this telegram the Governor-General directed the Finance Department to remit \$20,000 to the society to aid the work.

Following the example of the members of the Seventy-two Merchants' Guild, the committee of the nine Charitable Institutions has telegraphed to President Yuan, asking him to instruct General Lung Chai-kwong to remain in Canton. They urge that his services cannot be dispensed with in view of the large number of ruffians scattered all over the province. They further add that the sentence meted out to the lately executed editor was perfectly justifiable. President Yuan in a reply gives it as his opinion that General Lung should remain at his post.

Some time ago considerable argument arose between Chan Yi-li, director of the Sunning Railway Company and the merchants in Kongmoon over the alteration of the route of the railway. The matter was brought before the Commissioner of Communications for decision. The Commissioner in turn left the matter to the Chamber of Commerce at Kongmoon and the Magistrate at Sun-mui, to inspect the line and report. Their report did not give any satisfaction to the directors and an experienced engineer will now be engaged to survey the line.

Dr. Sun-Yat-sen has informed the Governor-General that he will go to Canton within six days.

OUR  
CONTEMPORARIES

## WHAT THEY THINK

China Mail

The Execution of Chan Ting-heung.

As we expected the affair is causing much discussion and arousing a good deal of feeling amongst the Cantonese. The execution is described by more than one as an act of great injustice. At a recent gathering of the Provincial Assembly the case came up for discussion and some strong things were said. It was pointed out that at the present moment there is no evidence of serious danger. Further, the examination of the man was not conducted in accordance with the rules governing public courts. It was further a cause of great aggravation that there should have been any execution of an editor at all. Such action is regarded as an act of cruelty consistent only with old world barbarism. Even the old Manchu officials, though they hated newspapers and had reason for fearing them, never executed an editor. The Assembly, therefore, have decided that a copy of a resolution embodying their dissatisfaction, be forwarded to the National Assembly at Nanking, and that, after it has been discussed there it shall be sent on to the President of the Republic.

Daily Press.

## China's Iconoclastic Period.

In the written language, where the meaning of each character is complete in itself, a sign representing the sound alone would be susceptible of too many interpretations for such writing to be intelligible. Why should not something now be done to bring the written and spoken languages into closer relationship with each other? Sinologues will certainly raise their hands in horror at such an impious suggestion, and we confess that we should feel regret at seeing the passing of the terse yet clear style in which official documents are drafted, but must be admitted that there is no real necessity for this artificial separation of the written and spoken language, and that all the needs of dignity and clarity would be found to be amply fulfilled in a style like that of Wang Yu-pu's colloquial rendering of the "sacred Edict," which may now almost claim to be classical itself. China is passing through an iconoclastic period; Yunn Shih-kai might well set the lead and issue his Presidential Mandate in clear, simple words, understandable of the people, and abolish the obtrusive and archaic language that was so beloved by the scribes who drafted the Imperial Edicts.

South China Morning Post.

## The Titanic Calamity.

The grim tragedy of the disaster lies in the false sense of security which the magnificent equipment of the Titanic engendered in the minds of the public at large. The disaster proves that modern science and invention have not yet mastered nature, and that while the dangers of sea-going have been minimised to a degree hitherto unequalled, absolute immunity has not been achieved. There is, however, one feature of the calamity which stands out in bold relief and that is that but for wireless the world might, as in the case of the good ship *Narone*, have been left for ever in complete ignorance of her fate. The *Narone*, of the same line, about twenty years ago, left Liverpool also on her maiden voyage to America. For over a year she was posted as "missing" and eventually all hope of locating her was abandoned. To this day the world is without a scrap of news concerning the fate of the *Narone*. Wireless telegraphy has since been invented, and thanks to its valuable aid many lives have been saved and, in the case of the *Titanic*, those concerned, the relatives of passengers particularly, have been spared that awful strain of suspense and anxiety which follows when day succeeds day and weeks lengthen into months and no news is forthcoming.



## Egyptian Cigarette Stakes

**4·20 BOUTON ROUGE 1**  
**2·80 FELUCCA 2**  
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## GENERAL SHIPPING AND FORWARDING AGENTS.

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TELEPHONE NO. 668. P.O. BOX 250.

8, DUDDELL STREET,

JOHN TAYLOR,  
MANAGER.

Hongkong, 30th January, 1912. [112]

## GUINNESS' STOUT,

THE WELL-KNOWN

## "HORSEHEAD,"

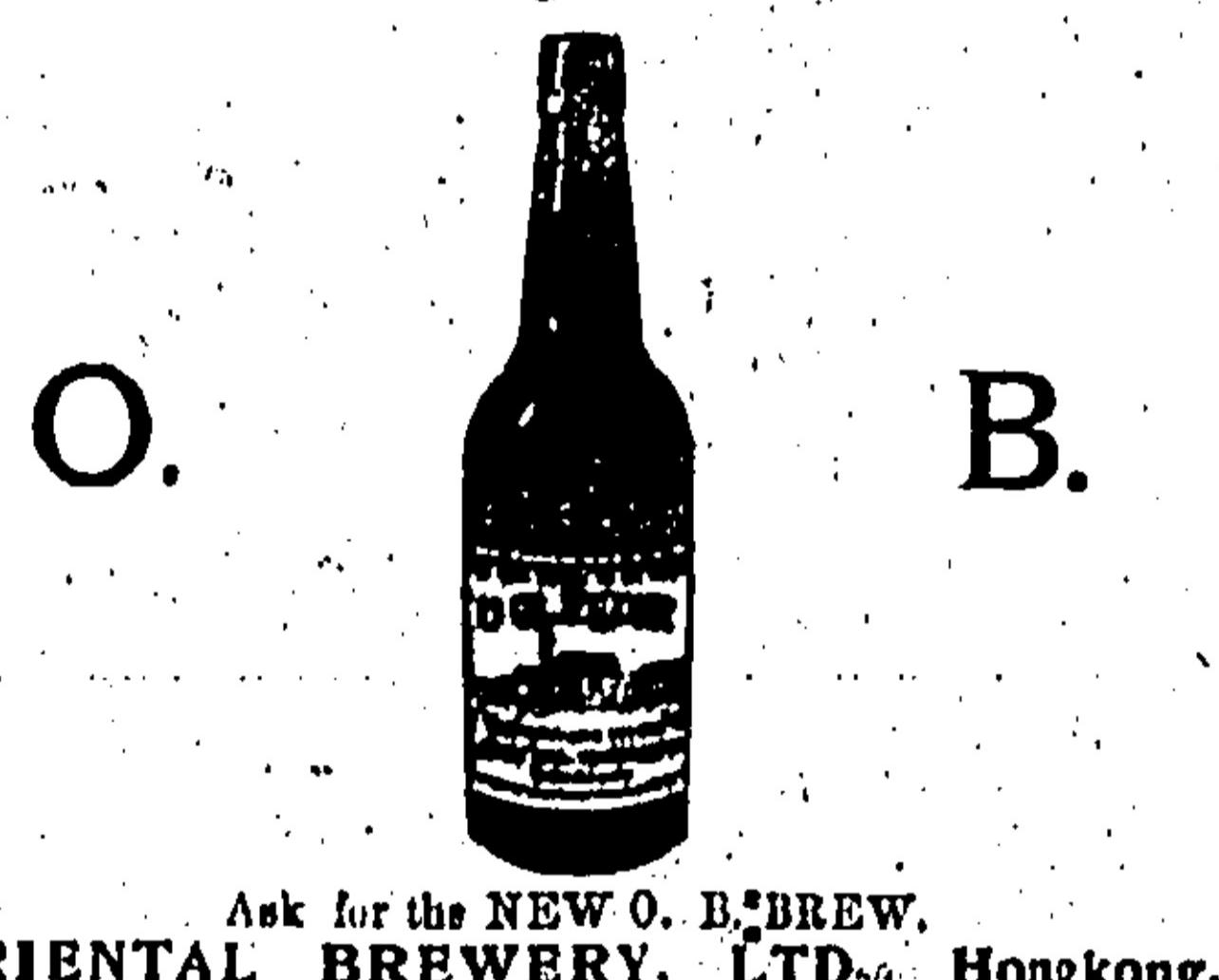


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Sole Agents,  
**CALDECK**  
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Hongkong, 25th January 1912. [48]

Ask for the NEW O. B. BREW.  
ORIENTAL BREWERY, LTD., Hongkong.THE LEEDS FORGE CO.,  
LTD., LEEDS.Specialists in the Manufacture of RAILWAY ROLLING STOCK  
of every description.Pioneers in the Design and Manufacture of  
PRESSED STEEL UNDERFRAMES and BOGIES and ALL-STEEL RAILWAY WAGONS.The Undersigned have been appointed Sole Agents in  
Hongkong and China.THE 'AIKOD DOCKYARD & ENGINEERING CO.,  
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BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. [42]

## S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.  
AUTOGENOUS WELDING.Repair of boilers and hulls, welding of cracks.  
Renewing of corroded plates by addition of metal  
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TAILORS

WYNDHAM STREET (Flower St.) ESTABLISHED 1900. [48]

## To Let

## TO LET.

NO. 2, Mountain View, The Peak.  
Apply to J. W. NOBLE.  
Hongkong, 10th April, 1912. [206]OFFICES in King's Building.  
THE HONGKONG LAND  
INVESTMENT & AGENCY  
COMPANY LIMITED.

Hongkong, 10th Dec., 1911. [65]

Just received, a first consignment of

PAUL CLOUET CHAMPAGNE,  
Extra Dry.

at \$24.00 per case of 9 doz. pds.

FRENCH STORE.

L' Ormeau.

Developing, Painting &amp; Enlarging.

Hongkong, 18th March, 1912. [246]

EASTINGTON, 10, MARCH, 1912. [1670]

6 Queen's Road Central.

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EASTINGTON, 10, MARCH, 1912

## THE BOOK WORLD.

## Poisonous Literature.

The age we live in is the golden age of the policeman. The man in blue conducts us from the cradle-to-the-grave. Not for a moment can the sacred people evade his authority. He enforces the education of its children. He will presently appear awful and immense, if the stamps are not properly affixed to its insurance papers. He is always at hand to enforce the collection of the taxes, which weigh more heavily upon us year by year. And now, if certain estimable gentlemen have their say, he is to be appointed the sole and omnipotent censor of our literature.

The solemn deputation which not long since implored the Home Secretary to check the sale of what it termed "demoralising literature" was not attended, as Mr. Gosse has explained in a just and courageous letter, by a single man of letters. The omission is serious, because the ultimate definition of what is "demoralising" in print must be framed not by well-intentioned publishers or alert magistrates, but by those who exercise themselves the craft of literature. It is and will always be a question not of morality but of aesthetic criticism. Even the deputation at the Home Office, ill-constituted as it was, seemed to have a glimmering of this truth. It accepted without reserve the recommendation "that provision should be inserted to exempt from the operation of the Act any book of literary merit, or reputation or any genuine work of art." And having accepted this recommendation, it left the delicate task of estimating literary merit or discovering genuine works of art to the Home Office and the police!

## Books From Ignoble Presses.

If the deputation had in its mind only those books which are no books, those biblia, a biblia which are sold in secret and read in privacy, there would be no need of protest. Their intent is obvious to the first-comer, and their punishment is, I believe, adequately provided for by the law. Neither definition nor criticism is necessary for their discovery. They proceed from ignoble presses, and they have not the remotest touch with literature. No provision need be inserted in any Act which is aimed to check their circulation. Books of literary merit, genuine works of art, are further from them than from the wrappers of pounds of tea, and though their stupidity diminishes vastly their power of harm, they deserve, and they should obtain, no quarter.

But it is clear that the police have drawn no fine distinctions in their literary criticism. There are still books on the border line, it seems, which baffle the subtlety even of Mr. McKenna and his satellites. With an uneasy sense that all is not well, the deputation desired that the word "indecent" should be used in conjunction with the word "obscene." I agree with the Dean of York that it is not easy to distinguish between these two epithets. The deputation further urges the police to be more vigilant and active in the matter of prosecutions. Have they not sometimes been over-vigilant? Within recent memory the translator of *Emile Zola*, that austere moralist, has suffered imprisonment, while Rabelais has been denounced as a "filthy priest" by an Old Bailey lawyer, and an honest publisher locked up for no other crime than publishing an edition of Urquhart's deathless version of *Gargantua*.

What I wonder is a "poisonous" book. And what are the symptoms of book-poisoning? Is the disease fatal, or can its victims be cured if it be taken in time? Who are they who succumb to the poison of a book may readily be imagined. They have no chins, these poor creatures, and their foreheads redden

at an angle of forty-five degrees. Is it worth putting Rabelais in the dock and imprisoning the translator of *Zola* to save their feeble intellects from shock? One would not have thought so. But an age which, once it sacrifices the fit for the encouragement of the unfit will not scruple to inflict an injustice upon the masters of literature, if only it can protect a few degenerates who suck poison from a printed page.

## Men of Letters and the Police.

It is the duty of all men of letters, to watch with the keenest vigilance the action of their critics, the police. It is no new danger that threatens them, nor does it come unexpectedly. In all ages and in most lands there have been certain zealous persons, quick to scent offence, and unable to distinguish life from literature. They have condemned all such books, these zealous persons, as dare to transcend their own experience. They have visited the heroes (or villains) of fiction with such condemnation as they would measure out to their neighbours were they guilty of the same offence. Tom Jones was a wicked man, they say, therefore Fielding was a wicked man, and they are wicked who read his masterpiece. And if they could persuade the Home Office to place that masterpiece under its ban, they would believe that had done a profitable day's work.

Nor is it a delicate sense of morality which has persuaded those enemies of literature to the assault. Rather it is a pitiful lack of imagination. They do not understand books nor their purpose. They do not read them for enjoyment's sake, but rather that they may do their authors a mischief. They forget that life must be judged by one set of rules, literature by another; that a "genuine artist may lift the soul and ugly to the topmost height of beauty. The splendid verse of Sophocles purges of all offence the horrible sufferings of Philoctetes. Gipsus the King was the poet saw him and showed him as the victim of a noble tragedy. Probably for the policeman he is not better than an incestuous murderer, who would not be allowed on his beat for a minute.

Literature does not need the policeman. She does not want to answer irrelevant questions. When Flaubert, having written a work of genius, was put in the dock for his pains, the prosecuting counsel rivalled that homogenous specimen of ours who labelled Rabelais a "filthy priest." "Gentlemen," said he, "did Madame Bovary love her husband, or did she ever try to love him?" That is the kind of criticism which we may expect from the magistrate, and which cannot be tolerated even to save the imbecile from his folly. It is quite easy not to read books, and if the police are omniscient let them restrain the fool from all printed matter and leave the man of letters to his own devices.

## Virtue Laid Out by Officials.

And while the man of letters will guard his honour and his liberty from the assaults of the police and the puritan, while the quarrel of one shall be the quarrel of all, there remains a wider question to be answered. Shall we surrender ourselves and our morals wholly to the magistrate? If we do we shall lose much else besides our self-respect. A great bishop once said that he would rather see England free than England sober, and it is better that England should be free to choose her own books than entrust the policeman with the management of her libraries. A millionaire who has purchased with his money bags the right to express an opinion on all things once denounced the classics as "very filthy trash." The policeman would no doubt agree with him. But these are matters which each one must decide for himself, and with Mr. McKenna for our art critic we shall fare ill if we do not make our decision clear. Above all, let us be virtuous with our own virtue and not with the virtue laid out by Government officials. For virtue is atrophied by disuse, and when it has perished the wisest laws ever devised to save man from his own responsibilities will prove a sorry substitute.—"Daily Mail."

## NEWS FROM HOME.

## ENGLAND.

## Berkshire.

The Rector of Slough, Windsor (Rev. P. H. Elliott) has received another anonymous gift of £2,000 towards the rebuilding of the west end of Slough parish church. This brings the total sum received in anonymous donations for the purpose to £9,000, in addition to over £4,000 subscribed by other parishioners.

## Derbyshire.

Death has come as a happy release to Henry George Pitcher, for many years a remarkable and pathetic figure in the picturesque village of Bray-on-Thames. Born forty-nine years ago, Pitcher joined the Royal Navy when a lad, and soon made a rapid advance in his profession. Overstudy, however, unhinged his brain, and he was invalided out of the Navy. He returned to his native village of Hulpey, near Maidenhead, and resolved to live an open-air life. He obtained possession of a shed in a meadow near Bray Church, where he lived alone a gipsy life for nearly four years.

## Northamptonshire.

Lord Ludlow has resigned the presidency of the Lamport Parish Council on account of a difference of opinion with the rector, the Rev. Watkins Pitchford, who claims the ownership of the parish room. A few days ago Lord Ludlow called a meeting to be held in the parish room. Mr. Pitchford then issued a circular, announcing that he would permit no future meetings to be held in the room unless his consent in writing was obtained. Lord Ludlow does not admit the rector's claim.

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## SCOTLAND.

In view of complaints of raters of West Moors, the Wimborne Rural District Council has decided to take proceedings against a number of gipsies encamped in the district. It is alleged that the neighbourhood has been almost depopulated of gorse and wood by the gipsies stripping hundreds of trees.

In fulfilment of a provision in his will that his body should be buried at sea, the funeral of Mr. A. W. Speare Hitchman, of Weymouth, took place recently seven miles from the shore at Portland. A steamer was chartered for the purpose. The burial service was conducted on board by the Rev. S. Hawkins, a friend of Mr. Hitchman. The body, sewn up in canvas and heavily weighted, was placed in a box, which was covered with a Union Jack. One end of the box was detachable, so that when it was tilted the body would quickly disappear into the sea. Mr. Hitchman, who was educated at Rugby and called to the Bar, owned at one time a large steam-yacht. He inherited a fortune from his father, a brewer.

## Middlesex.

Charged at Feltham recently with unlawful possession of coal supposed to have been stolen, an elderly man, Thomas Smith, of Ashford, was stated to have said on arrest: "I have been out of work a long time, my wife is ill, and we are nearly starving." He took the coal to give her a bit of fire. He was given a good character by a detective, and was bound over, the chairman saying the Bench were very sorry for him.

A woman named Mrs. Snelling, of Winchester-road, St. Margaret's (Middlesex), has been bound and gagged by two men, who entered her house in the daytime and stole £36. Mrs. Snelling was in the kitchen when two men entered and gagged and bound her. One asked where her uncle, who lived in the house, kept his money. She said she did not know he had any, whereupon a man struck her. Finally they made off after ransacking the uncle's bedroom and taking £36. Mrs. Snelling was released when her uncle arrived home about three-quarters of an hour later.

## Norfolk.

Mr. William Hulley, who for fifty years was musical director at St. Mary's Roman Catholic Church, Great Yarmouth, and Mrs. Hulley have just celebrated their diamond wedding. All their children and great grandchildren are in the musical profession. Messrs. John Thornton & Co. recently sold at York the entire Sandringham herd of short-horn cows and heifers bred by

the King. Trade was not very brisk owing to the dislocation caused by the coal strike. King's Waterloo IV, tracing her descent from the famous Bates-Waterloo strain, was purchased by Lord Middleton for 55gs. Water Queen, a heifer, also of the Waterloo strain, was bought by Mr. Hobson, of York, for 45gs. Mr. Falconer, of Hampshire, paid 51gs for a red and white four-year-old heifer Constantia, of the Cruikshank blood, and another, Lancastrian Gipsy, was sold to Mr. Pumphrey for 50gs. to go to Northumberland.

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The Corporation of Glasgow have decided to take over and work for one year the tunnel owned by the Glasgow Harbour Tunnel Company, and to spend not more than £1,200 in putting it in order, on condition that at the end of the experimental period they have the option of purchasing the undertaking at a cost not exceeding £100,000. The company have fixed the purchase price at £143,000, but it is probable that this estimation will be postponed until the value of the tunnel to the Corporation has been shown by actual working.

Owing to the competition of the Clyde Trust ferries the tunnel had to be closed in May, 1907, after being open for 12 years. In this connection, the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Sanatogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease derive immediate health and strength from the preparation.

## Fifeshire.

Complete dead-lock exists in the strike of seventeen friendly society doctors at Dunfermline. The doctors are demanding from the friendly societies an advance from the existing rate of 4s. per head per annum to the 8s. 6d. rate which the profession has laid down as its minimum under the Insurance Act. The friendly societies have made arrangements with two outside practitioners to do the work.

"If these imported doctors are members of the association," stated the secretary of the British Medical Association, "they will be immediately expelled from the association. Local medical men will refuse to meet them in consultation or to assist them at operations, and naturally they will be ostracised socially."

## HEAT PROSTRATION.

## Treatment and Cure.

Exposure to heat may cause fainting or exhaustion, or may produce still more serious effects on the brain and nervous system, including excitement, unconsciousness, and, if very severe, death from asphyxia.

In the event of an attack, the sufferer should be removed to the shade, his tight clothing loosened and cold water applied to the head. As soon as possible, he should be taken home, and the face be flushed and the skin hot, cold water and ice, if it can be

obtained, should be applied over the head and body and medical aid should be sought.

After the immediate results of the exposure have been counteracted, the question of diet on which the maintenance of the sufferer's life and health depends is the one which demands consideration. It is obvious that when weakened, as all the natural forces are, the stomach and digestive organs generally are in no condition to deal with the ordinary articles of diet, many of which impose a tax on the digestion. The food should, therefore, be of the blandest and most nutritious character, so as to put the least possible strain on the digestive organs. At the same time, the diet should be as revitalising and restorative as possible.

## The Quickest Restorative.

It needs no great knowledge of dietetics to appreciate the fact that relatively few articles combine these two necessary and important qualities. One, however, does fulfil these two requirements in a supremely advantageous manner. This is Sanatogen. Composed of the body-building part of the purest milk, chemically combined with that salt of phosphorus which is found in the nervous system, it is one of the blandest—as it is the most nutritious—revitalising and reinvigorating foods known to science. Its use is, in many cases, followed by such a sensation of well-being that a well-known writer has described it in the words, "Almost immediately after taking it, I feel as though a stream of liquid life has been poured into me."

Even those people who do not react so rapidly to its benefits, very soon experience a sensation of strength and revitalisation which are particularly gratifying after the feeling of utter prostration and lack of tone which are so characteristic of the results of heat. In this connection, the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Sanatogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease derive immediate health and strength from the preparation.

And the Surest, too.

Mr. Lynn writes:—"I was a broken-down wreck of a man, as far as health goes, and had been a martyr to Malaria for four years, being constantly in the hands of the doctors, and becoming weaker and weaker, with the natural run-down condition and its accompaniments, brain fag, nervousness and dyspepsia. Everybody advised me to go to the hills for some months; but this was impossible. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—nay, for the best. I shall always highly recommend Sanatogen everywhere I go."

Write for a copy a most interesting booklet "The Art of Living" by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. Wulff & Co., 8, Kukang Road, Shanghai.

Sanatogen can be obtained of all chemists.

## Hotels.

HONGKONG HOTEL  
A LA CARTE GRILL ROOM.  
Now Open.

Hongkong, 20th April, 1912.

J. H. TAGGART,  
Manager. [25]

GRAND HOTEL,  
Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT  
62] F. REICHMANN, Proprietor.

ASTOR HOUSE  
(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF; separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists. PROPRIETORS. For particulars and rates apply to Telephone, 170. Telegrams "Astor." [24]

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at BELLE VIEW HOTEL

Telephone No. 807.  
Sessions: 10 A.M. to 12 NOON, 2 P.M. to 4 P.M. Admission 25 cents.  
5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents.  
String Band will play at the above Hotel every Sunday, commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [25]

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RAILWAY  
HOTEL.

TAIPEH, FORMOSA.

Under the Direct Management of the Taiwan Railway Dept.

EXCELLENT CUISINE AND  
GOOD SERVICE RATES  
6 YEN AND UP.

Uniformed host, porter meets all trains and steamers. Luggage arranged for without any trouble to guests.

Hongkong, 1st Feb., 1912. [189]

KING EDWARD  
HOTEL.

Under Entirely New Management.

Thoroughly Renovated.

Excellent Cuisine.

H. HAYNES,  
Manager.

Hongkong, 16th Jan., 1912. [25]

HOTEL CRAIGIEBURN.

PLUNKETT'S GAP.

The Peak, near the Tram Terminus.

Tel. 56.

For Terms, apply to the MANAGER.

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WIRE MESH SYSTEM.

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SOLE AGENTS.

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Modern Appliances for quick construction and repair of Ships' Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering

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MALT SCOTCH WHISKIES.

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the reputation of the FINEST SCOTCH  
WHISKY in the FAR EAST.

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ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

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"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

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## The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 17, 1912.

## THE TITANIC DISASTER.

There seems no ground now for hope that the Titanic disaster—and the name of the vessel fits in with grim significance—is anything but calamitous. The event is rendered more horrific by reason of the fact that earlier messages were reassuring to a degree. Some of them, indeed, were so misleading that people will be tempted to use bitter words concerning them. One telegram said that an official wireless message announced the towing of the vessel to shoal water. Later messages were even more gratifying. One stated that the Parisian and the Carpathia were standing by and that all the passengers had been taken off. Another gave out that the passengers were gradually being transferred to the Parisian and the Carpathia. These messages bore out each other and seemed to have the stamp of truth.

It is now reported that the Carpathia reached the scene of the disaster and found only boats and wreckage, and that the Parisian found wreckage but neither rafts nor bodies. Clearly, therefore, if these later telegrams are trustworthy as seems only too certain neither the Carpathia nor the Parisian was in time to stand by and help in the taking off of passengers. Presumably the Carpathia arrived after the sounding of the great liner and found 868 people, out of the 2,358 on board, in the Titanic's own boats. The definite statements regarding the time of the disaster, the latitude and longitude, indicate clearly that a wireless message has been sent by one of the steamers which hurried to the rescue and that the information was furnished by some member or members of the Titanic's crew.

The most painful feature of the disaster, however, is that those on board appear to have entertained a belief in their safety up till the last. The wireless operator's message to his parents—"Practically unsinkable; don't worry" reads pathetically now. It was believed that it would be easier to sink a cork than the Titanic, and it is clear that up till the last dread moment of founders those on board felt secure of safety, and placed trust in the statement that the vessel was "practically unsinkable". There is something unspeakably sad in the thought of some 1,600 people standing on the brink of an unplanned eternity without realising it to the full. In one sense, no doubt, it is better so, for death, if it is to come, had best come quickly and without the agonies of anticipation. But the mind reels from the possibility that some of those 1,700 lives might have been saved if the danger had been realised to the full. No one knows for certain, save perhaps those saved, that this is so, but the horrifying thought cannot be driven from the mind.

The march of science is great and has reduced danger to a minimum, but every event of this nature proves yet again that the works of man are never flawless. Masterly as they are, fruits of the finest skill in the world as they are, in contact with savage nature they crumble and fall and are as though they had never been. The last reflection, based on messages received this afternoon, is one of pride that the passengers saved are "mostly women and children." The best traditions of British pluck have been maintained.

## DAY BY DAY.

Worry to excess destroys both mind and body.

To-day's Paper.  
On pages 1 and 5 will be found telegrams dealing with the Titanic disaster. On page 4 appears an interesting announcement regarding the Chief Justice. Further discussion on the Home Rule Bill will be found on page 1 while the nature of the Powers note to the Porte appears on page 5.

For street gambling an offender was fined \$3 or seven days.

A man was fined \$10 or one month's hard labour for street gambling, at the Magistracy this morning.

Mr. Chan Kai-ming has been appointed a member of the Sanitary Board in succession to Mr. Lau Chau-pak.

For stealing a piece of fish a man was sent to goal for one month with hard labour, at the Magistracy this morning.

One of the Sisters Price who have been appearing at the Bijou Theatre was, we are informed, removed to Hospital to undergo an operation last night.

We are informed that subject to audit the Hongkong Electric Co. Ltd. will pay a dividend of 14 per cent. for the year ending February 20, 1912.

As the s.s. Heung Shan was leaving the wharf last night for Canton a man threw himself overboard. He was rescued and handed over to the police. When well enough he will be brought before the Magistrates.

The wife and family of President Yuan Shih-kai have arrived at Tientsin from Honan, where the state of affairs is anything but promising. The President has never had any of his family with him in Peking since his recall, except a couple of his sons.

The Chief of the Bureau of Civil Affairs at Wuchang has issued a proclamation stating that he has received information from Nanking that priests in Anhui have formed secret societies for the extortions of money from the people. The people are warned, says the "Peking Daily News," not to be cheated and those priests will be severely punished when arrested.

The "China Critic" learns from Dalny that the weather has been so warm there that the bathing season has already commenced, and many foreign and Japanese residents go out to the Yamato Hotel, on the back beach, for week-end and other holidays.

Several ladies have asked General Li to establish a women's law school in order to promote the political education of women as a preliminary step to giving them a voice in the parliament. It is reported that General Li has told them that the time is not yet ripe for women to learn law.

Eleven boat masters were charged at the Marine Court with failing to take out a special permit for one voyage. The cases were dismissed by Commander Beckwith, a special permit to be taken out for each boat, and a monthly permit to be issued with licences for 1912.

An Able Barrister.  
One of the features of the case which has had such peculiar developments, in the Supreme Court was the opening speech for the defence by Mr. W. V. Drummond. This able barrister who is over seventy years of age spoke for two hours without reference to any notes whatever, and gave a lucid explanation of his client's case, that has been highly spoken of by those fortunate enough to hear it.

CHIEF JUSTICE RETIRES  
FROM A CASE.

## An Astonishing Development.

An entirely unprecedented position was arrived at this morning in the case arising out of the affairs of the Yik Lung Bank, the hearing of which was commenced by the Chief Justice at the Supreme Court this morning. The case was one in which Li Tsu-shi, a widow, residing at 139 Connaught Road West, proceeded against Li Po-kwong, of 79 Connaught Road and Li Chang-lin alias Li Po-shun of 49 Caine Road.

The plaintiff's claim was as executors and sole legatees under the will of Li Chuk-oh, deceased, to recover from the defendants the sum of \$77,250.07 being \$54,481.08 money lent by the deceased on a note given by the defendants for \$150,000 on January 12, 1905, and as the sum of \$22,788.00 balance of the claim being interest at the rate of eight per cent. per annum.

In the alternative plaintiff claimed \$54,401.98 money paid by the deceased on behalf of the defendants at their request, and \$22,788.00 interest. A claim was also made for interest from the date of the issue of the writ until payment or judgment.

Mr. M. W. Slade, K.C., and Mr. Eldon Polster, instructed by Mr. R. A. Harding, appeared for the plaintiff and Mr. W. V. Drummond of the Shanghai Bar, and Mr. C. G. Alabaster, instructed by Messrs. Ewens and Haston appeared for the defence.

His Lordship's Position.  
On Monday and again yesterday the case continued to become complicated and we understand that on the former day His Lordship intimated that he felt it impossible to try the case properly as he had all the facts of the previous cases in his mind.

However, we understand that the parties asked for the case to proceed and His Lordship eventually heard the commencement of the case. To-day we are informed that he again held a consultation with the representatives of both parties, and again expressed his inability to give the case a proper hearing.

Lengthy discussions were held in the Chief Justice's room and eventually a "Telegraph" reporter was informed that in order to solve the question, His Lordship will go on leave on Monday next, and that the case will be heard de novo, but on the same pleadings, by the Hon. Attorney General, Mr. Rees-Davies, K.C., who is to be appointed Chief Justice.

We understand that His Lordship will make a statement tomorrow morning in connection with the case.

Another "Telegraph" representative writes:—Rumour has it that Sir Francis Piggott, the Chief Justice, will, before his retirement at the end of the month, take a short vacation on leave, beginning on Monday next, April 22. The Hon. Mr. Rees-Davies, Attorney General, will act as Chief Justice, and Mr. Alabaster, who acted last year as Attorney General, will again act in the same capacity.

## LOCAL SPORT.

SOLDIERS BILLIARD  
TOURNAMENT.

The fourth and fifth games between the R.E. "B" Team and 87 Company R.G.A. were played on Tuesday evening, in connection with the above tournament. The Engineers have now a lead of 185 points. The first game was between C.S.M. Tatton R.G.A., and Corp. Regan R.E. The latter won by 100, making breaks of 20 (twice), 13 and 15. S.M. Tatton's breaks were 17 (twice) and 10. The second game was between Sergt. Heath R.G.A., and Sapper Morgan R.E. Again the Engineers won this time by 50 points. The winner made breaks of 16, 15, 10 and 18 and the loser 10 (twice).

## CORRESPONDENCE.

## St. John's Cathedral.

(T. the Editor of the "Hongkong Telegraph".)

Dear Sir.—Some time ago I was asked to act as Hon. Secretary and Treasurer in the matter of an address and presentation to Rev. F. T. Johnson before his departure from this Colony on May 7 next.

I sent out a circular approved by the Church Body to seafarers; now, as it has come to my knowledge that several of these circulars have gone astray, I ask if you will kindly insert this letter in your paper.

I have received many replies and now beg to request those who may wish to add their names to the list, to send to me as soon as possible.

The address is in the office, (Leigh & Orange, Prince's Buildings, 1 Des Vaux Road Central,) for signature before May 1.

Yours faithfully,

Alfred Bryer,  
Hon. Secretary.

Hongkong, April 17, 1912.

MY JOURNEY TO THE  
PEAK.

## A Common Person's Impressions.

It was a glorious day; the sky was cloudless, peaceful and composing in its rich azure. Everyone appeared bright and pleased with the world, and I too felt that all the happiness "The Valley" might contain could not compare with life on so delightful a day. The second of the month at that, with notes lying singly tucked away and chits consigned to the fire of scorn. How nice, ay ideal, everything appeared. It was a day of inspiration and I felt an ambition to do something, high and hard. I was in the neighbourhood of Murray Barracks, away from the odour of over-dried fish and the choking fumes of smouldering sandal wood. Like some zephyr charged with the scents of orchard and vineyard came the gentle breeze from the Victorian water. I glanced to my right and a sign post directed me along the road to the Peak Tramway re-inspired me with ambition to be above the masses. Yes, I would ascend. Walking with that air of superiority which all trained Peakiots adopt I sauntered with a charming carelessness to the station. Drawing from my wallet a ten dollar bill I flung it to the conductor with that contempt for its value which the coster who has backed a winner shows for the penny he slings to the organ grinder.

## Marks of Quality.

The class was never mentioned; there was no necessity. I wore flannel trousers and balanced with commendable poise a London.

I carried a tennis racquet, wore an ill shaped felt hat and when I wiped my brow my recently shampooed and brilliantined hair shone with the lustre that denotes grooming.

Truly I was "it". I made no mistake about that, but I certainly did not give thought to the competition for the honour of the office as first President of the Republic of China. Mott, Poll and Boyce streets blossomed out at sunrise with the new flag, and this vari-colored bunting and the Stars and Stripes mingled on the fronts of the ramshackle building transforming them in appearance. The new Chinese emblem, which replaces the dragon, is comprised of five stripes of red, yellow, blue, white and black. The colors are brilliant and the flag is striking.

Chinamen came from all over the greater city, and a few arrived from Philadelphia, Trenton and Boston to take part in the celebration, which was in charge of the Hauk San Gong Society, of which Yung Gu is President. All wore American garb and wore quiver-

les.

The main incident of the day was a banquet given by the society. Three thousand members were present, and it was necessary to set tables in three restaurants. For several hours the guests regaled themselves on birds' nest soup, pineapple, fish, sharks' fins, yolk-a-main, rice in a dozen forms, tea and rice wine.

To add to the interest there was a wedding feast at Loo Lin's Flower Kingdom Restaurant, No. 14, Mott Street. Willieung Chung, a merchant, was married to Miss Lee Gum Toy and more than one hundred persons welcomed the couple in Chinese fashion.

## GOLF.

Results of recent competitions held by the Hongkong Golf Club are as follow:

## Captain's Cup.

Rev. Foster ..... 77 plus. 1 cpl. 78

Mr. F. Harrison 90 min. 18 " 78

Mr. A. R. Austin ..... 93 " 15 " 78

Mr. J. W. Stewart 97 " 18 " 79

Mr. Bulmer John-son ..... 91 " 12 " 79

Mr. W. G. Hinds 92 " 12 " 80

Mr. A. MacKenzie ..... 92 " 9 " 83

Captain Spicer 92 " 9 " 83

Mr. R. E. O. Bird 90 " 10 " 83

Mr. M. M. Mass 105 " 18 " 87

Mr. E. L. Arnold 106 " 16 " 90

Major Caulfield 93 " 5 " 88

Tie for Cup: 70

Rev. Foster ..... 77 min. 1 cpl. 78

Mr. F. Harrison 96 " 18 " 78

Mr. J. W. Stewart 97 " 18 " 79

Mr. Bulmer John-son ..... 91 " 12 " 79

Mr. J. D. Kinnaid ..... 89 " 9 " 80

Mr. M. A. Murray 84 " 4 " 80

Mr. A. W. W. Walkinshaw 81 " 1 " 82

Mr. A. MacKenzie ..... 92 " 9 " 83

Capt. Spicer 92 " 9 " 83

Major Caulfield 93 " 5 " 88

Mr. E. L. Arnold 106 " 16 " 90

Tie for pool: 70

54 Entries.

side of the car so that I might get a glimpse of the Western end of the harbour. I had hardly got a focus of the multitudinous craft scurrying between the loading and unloading liners before another ultra superior individual also in flannels and with a lady made a sign with his finger like a constable directing traffic at the Mansion House, which he meant me to interpret as "move up." Now if there is one thing that sticks in my throat it is to be directed like a rickshaw coolie. So I made a sign back to him in the deaf and dumb alphabet as though I understood him not. He turned to his companion said something about an ass and she eyed me up and down as though she expected to see suspended from my neck a little tin can for alms and a melodeon resting on the seat. She looked disappointed when she found they were both missing, and I firmly believe I saw coins with significant square holes in the centre, shining in her hand.

Eventually we reached the summit and my excitement was allayed by the bracing breeze that fanned my perspiring brow. On the return journey a sweet little girl of about seven years entered the tram. I asked her about her school and her lessons. She bewildered me with her charming simplicity and affability. I had anticipated a rebuke but on the contrary we were real companions for the whole of the journey. I understand it now! She had not become educated enough to realise that she resided on the Peak.

J. T.

## TELEGRAMS.

## SHIPPING DISASTER.

868 SAVED.

(Service to the "Telegraph.")

Bombay, April 17, 7.30 a.m.  
Reuter's New York correspondent states that the Olympic has sent a wireless message to the effect that the Carpathia is making for New York with 868 survivors, mostly women and children. Of these 875 are passengers.

## SOME OF THE RESCUED.

A partial list of the rescued has been sent by wireless from the Carpathia. They include Messieurs Astor, Didenor, Hays, Turlow-Cavendish, Sir Cosmo and Lady Duff-Gordon, the Countess of Rothes, Colonel Simonius, President of the Swiss Bank, Mr. Behr, Mr. Ismay, chairman of the White Star Line, and Mr. Hays. Up till now there is now news of Mr. Staud. There are 1508 at present missing.

The Carpathia is expected at New York on Thursday afternoon. She is hampered by large icebergs. There are twenty miles of field ice.

## HOPE ABANBONED.

Reuter's St. John's correspondent states that all hope is abandoned of any of the Titanic's passengers, other than those on the Carpathia, being alive. All the steamers which were searching in the vicinity of the disaster have continued their voyages.

## POSITIVE NEWS.

Reuter's New York correspondent states that the White Star Company announces that it has received positive news from the Olympia that the survivors number 861. A wireless message from Cape Race states that neither the Virginian nor the Parisian has passengers from the Titanic on board. Earlier messages gave a glimmer of hope and a wireless message from the Virginian stated that she had turned for St. John with such passengers as she might rescue. Every thing, however, remained uncertain and, while the only news was intermittent, the transmission of it was hampered by amateur interceptors along the coast—Reuter.

## TRIPOLI WAR.

## POWERS AND THE PORTE.

(Service to the "Telegraph.")

Bombay, April 7.30 a.m.  
A message from Constantinople states that the amassadors have presented to the Porte a communication with reference to mediation. It states that the Powers, having obtained the Italian conditions now desire to know those of Turkey.

Asym By has asked for time to frame a reply which, it is almost certain, will be in the negative. Turkey refusing to negotiate for peace on the basis of the Italian claims—Reuter.

## ASSIZES POSTPONED.

The Criminal Sessions have been postponed until Monday. The court will be occupied tomorrow by a habeas corpus application in connection with the extradition proceedings taken against the Filipino journalist Vicente Soto, who is wanted in the Philippines to undergo a term of imprisonment for abduction. We are informed that some very interesting points are to be raised for the defence.

## GIBES AT THE CLERGY.

Minister's Speech on the Question of Disestablishment.

In view of the Prime minister's announcement that the Disestablishment Bill is to be introduced on April 24, a report of speech on the question by Mr. Augustine Birrell reads interestingly—

Mr. Birrell attended a luncheon given to members of Parliament at the Westminster Palace Hotel by the Protestant Dissenting Deputies and the Committee of the Liberation Society.

Responding to the toast of "the education," he said: In regard to the education question it was necessary for Nonconformists to make up their minds what it was they wanted. They must take care that their solution of the question

was the same all round. He thought that where there were great differences of opinion compromise was not a thing to be lightly disregarded.

They must make up their minds whether they would prefer to get something now for certain, or risk the future and have the satisfaction of maintaining something through thick and thin which they believed to be right.

We were fated to face once more, said Mr. Birrell, with the great and grave question of Disestablishment. How did we find the disposition to argue this question? Pious and good men belonging to the Church of England were found approaching the question in an easy-going fashion and whispering into the too-facile ears of some Nonconformists—(hear, hear)—arguments of this kind:

"Surely, surely," they say, "are we not a Christian nation? Isn't it a pre-eminently desirable thing that there should always be a steady and constant supply of educated men in whose hands you can always have complete public confidence"—(loud laughter) who are able and ready to put crowns on the heads of our Kings and Queens, to read stately and moving prayers by the gravesides of our illustrious dead, and what is still more important in our national life, to be ready always to invoke the god of battle when, with our hearts afire, we go out to war; and then to sing praises to the Prince of Peace when sick and sorry, we are only too glad to come out of it?" (Loud laughter.)

If we were a Christian nation, it could only be, he thought, because we were a nation pre-ponderantly composed of Christians who had "found" such a thing as common Christianity. But common Christianity was, after all, nothing more than their old friend Cowper-Templeism, Board-school Christianity, which was denounced as an imposture by the most active-minded of the dominant party in the Church of England.

When discussing Disestablishment they were told that there was such a thing as common Christianity, and that the Church of England boldly and broadly represented a common religious faith; but when they were dealing with religious education, then common Christianity became "a dream."

## TO OUST OPIUM.

Shay Ying Speaks of His Plans.

Mr. Shay Ying, the Commissioner of Opium prohibition, appointed by President Sun Wen in Nanking, came to Shanghai the other day with Tang Shao-yi and his party. He has outlined for the "China Press" the opium prohibition work to be done this year. He said:

"There are two things to bear in mind. First to stop opium, we must cut at the root, the source of the poison. It is not enough to have regulations and urge men to give up the habit. The government must stop the cultivation and the sale, then the poor victim will have to stop the smoking. Second we must do it vigorously, and at once. If it is not done in this first year of the republic it will be more difficult to do it later on."

The Government Bureau has made its plans as follows:—1. Cultivation.—The cultivation is to be totally prohibited this year. The poppy now growing must be destroyed. 2. Trade.—Retail sale and trade in opium must come to an end this year. Opium shops must be closed. Only by rigorously carrying out this measure can the cultivation be successfully prohibited, as it makes the sale of any native grown opium difficult. It is hoped to gain the co-operation of Great Britain in this matter, so that the new agreement may be changed, and the wholesale trade in foreign opium can also be prohibited. 3. Smoking Habit.—All opium dens are to be ordered closed and after this year opium smoking will be considered a crime and liable to punishment. Any one having opium in his possession may have it seized and destroyed.

This plan has already been presented to the National Delegates at Nanking, and it is expected that they will approve the most vigorous measures to stamp out this ruinous vice speedily and thoroughly.

Responding to the toast of "the education," he said: In regard to the education question it was necessary for Nonconformists to make up their minds what it was they wanted. They must take care that their solution of the question

## CONVICT'S STORY

## Licence Washed Away on Board Ship.

An extraordinary story was told at Bow-street by a young carpenter named Walter Stewart, who was brought up for recompence to prison as a convict whose licence had been revoked.

The accused was sentenced to three years' penal servitude at the West Kent Quarter Sessions in October, 1900, and was recently released on special licence, one of the conditions being that he should not visit Kent or the County of London. He was found in London, however, and was arrested.

Stewart told the magistrate that on his release he obtained employment on board ship, but was discharged because the captain thought he was seafaring, whereas he was suffering really from a blow on the head.

He was determined to turn over a new leaf, and, living at Swansea (where he reported himself to the police) he finally hid himself on a ship which was going to South America. He was discovered, and while he was on deck a heavy sea which broke over the vessel "knocked him out." On coming round he found his licence had been washed out of his pocket.

To his surprise the vessel was taken to London, and here he was ordered ashore, so that he could not avoid returning.

The magistrate said he was bound to order the prisoner to serve the remainder of his sentence, but he hoped his story would be reported to the Home Secretary. If it proved to be true the Home Secretary might grant him another licence.

## WOMAN SMUGGLER.

Overwhelmed by the disgrace of being detected in smuggling jewels through the New York Customs House, Mrs. Blanche Carson, a wealthy widow and a Christian Scientist, of San Francisco, where she was a society leader, committed suicide recently at the Broxell Hotel.

On a table in her room was found a pack of cards arranged in order just as she had left them after failing to work out a game of solitaire. The theory is advanced that she played solitaire with life or death as the stakes, and lost. Her body, suspended by a rope, was seen by a passer-by on Fifth avenue as it swung backward just below an open window on the eighth floor.

Examination showed that the woman had been dead three hours. She had tied the rope to the steam radiator in the room, thrust her head through the noose, and then jumped from the window.

Mrs. Carson arrived by the George Washington, after completing a world tour. She had a number of loose pearls in her trunk, and she valued those at \$800. The appraisers accused her of understating their value and confiscated the gems, declaring that they were worth \$7,500. She was not arrested, but was told to appear at the Customs House and explain. She did so, accompanied by her lawyer, and to the surprise of the officials not only confessed that she had undervalued the pearls, but that she had also smuggled in jewels to the value of \$20,000 concealed in the lining of her hat and dress, which the Customs examiners had not suspected.

Mrs. Carson surrendered all the jewels, saying she had purchased most of them in Amsterdam and Paris, and that, having discovered that she had been cheated, she had hoped to reduce her loss by evading the payment of duty. She was immediately released in \$5,000 bail, which she furnished in cash.

Two notes were found in her room, one addressed to her lawyer and the other to her brother, a prominent San Francisco banker. Her husband died fifteen years ago, leaving her a large fortune. She had intended to lecture before the well-known Century Club of San Francisco on her arrival home from her tour round the world.

## THE SALVAGE OF BULLION.

## Some Notable Cases.

In view of the attempt now being made to save the gold and silver, worth nearly £750,000 in the Ocean, a good deal of interest attaches to some notes on remarkable bullion salvage cases made by the late secretary of a well-known London marine insurance company.

The period from 1839 to 1870, writes this authority, was the halcyon time of underwriting, when premiums were plentiful and high and competition was slight, while the discovery of gold in Australia was enriching the community. The modern underwriter must often regret the passing of the good old times, when the rate on gold from the Colony ranged from 1.1-2 to 2 per cent., and during the Crimean War from 3 to 4 per cent., and the safe arrival of a vessel brought profits rivalling those of the Spanish galleons from the Western Main. The loss of the Royal Charter, on the night of October 25, 1859, on Morecambe, showed not only how promptly a heavy loss could be paid but how rapidly it could be recouped. Mr. Lodge (famous settler of claims) undertook the salvage, and with his brother, Captain Francis W. Lodge, as his lieutenant, soon had the satisfaction of distributing a salvage of £322,103 at a cost of 5 1-3 per cent.

Another Instance.

In 1859 another carefully-planned fraud was detected and defeated. Insurances had been effected in London on 9,500 doublets, in six cases, valued at £28,800, and on flour, etc., valued at £7,600, by the Matias Cousino, from Valparaiso to Rio de Janeiro and Pernambuco. In due course the vessel was reported to be lost, but there were such suspicious circumstances about the whole transaction that the payment of the loss was deferred pending inquiry into the circumstances. It was eventually discovered that the specie had never been put on board and that the vessel had been assisted to a peaceable end in fine weather.

## DON'T FORGET.

## To-day.

"The Arcadians," Bandmann Opera Co. Theatre Royal, 9.15 p.m.

Thursday, April 18. Criminal Sessions. St. Stephen's College Sports. Annual Meeting Hongkong Tonkin League, 5.15 p.m.

Saturday, April 20. V. R. C. Sports. Volunteer Reserves Dinner. Hongkong Football Club. Annual Dinner, Hongkong Hotel, 7.45 p.m.

Tuesday, April 23. Ordinary Annual Meeting Union Insurance Society of Canton, Ltd., noon.

Annual General meeting China Traders' Insurance Company, Ltd., 12.30 p.m.

Saturday, April 27. The Great Raymond at the Theatre Royal, 9 p.m.

Tuesday April 30. Extraordinary General Meeting Hongkong Cotton Spinning, Weaving and Dying Co., Ltd., 11 a.m.

## To-day's Advertisements

## THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 4th May, 1912, at 12 o'clock, noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 29th February, 1912, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 20th April to the 4th May, 1912, both days inclusive.

By Order of the Board of Directors.

GIBB LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912.

## HONGKONG ELECTRIC CO., LTD.

## NOTICE.

ON and after May 1st, 1912 the charge for lighting fans, etc., will be reduced to TWENTY-SEVEN per UNIT, and the charge for Radiators and Motors to ten TEN per UNIT.

DISCOUNTS WILL REMAIN AS AT PRESENT.

GIBB LIVINGSTON & CO., Agents.

Hongkong, 17th April, 1912.

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## BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

## ! REDUCTIONS !

"DAISY" BRAND 80 cents per lb.

"DAIRYMAID" 75 " "

"BUTTERCUP" 70 " "

PASTRY 65 " "

## THE DAIRY FARM CO., LTD.

## GARNER QUELCH &amp; CO.

## WINE MERCHANTS.

## DES VŒUX ROAD.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 275 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th Aug., 1911.

## ASAHI BEER

## SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS.

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

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## FOR SALE

## BOX'S EXCHANGE TABLES.

1/8 To 1/10<sup>1/2</sup>

APPLY

## HONGKONG TELEGRAPH.

## WING KEE &amp; CO.

47-49, Connaught Rd.

## SHIPCHANDLERS.

## PROVISION &amp; COAL MERCHANTS.

Hongkong, 6th May, 1911.

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## Shipping

**CANADIAN PACIFIC RAILWAY COMPANY'S.**ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ... Satur. April 30 "E. of Ireland" ... Fri. May 17.  
 "E. of Japan" ... May 11 "Allan Line" ... June 7.  
 "Monteagle" ... June 1 "E. of Britain" ... June 28.

All steamers leave Hongkong at 6 p.m.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. Craddock, General Traffic Agent,

Corner Pedder Street and Praya (Opposite Blake Pier).

**INDO-CHINA STEAM NAVIGATION CO., LTD.**

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On  
SHANGHAI ..... HANGSANG ..... Thursday, 18th April, Noon.  
CHINWANTAU ..... ONSANG ..... Saturday, 20th April, Noon.  
BANDAKAN ..... MAUSANGI ..... Saturday, 20th April, Noon.  
MANILA ..... YUENSANG ..... Saturday, 20th April, 2 P.M.  
SINGAPORE, PENANG ..... NAMSANG ..... Monday, 22nd April, Noon.  
& CALCUTTA ..... KUTSANG\* ..... Tuesday, 23rd April, Noon.  
SHANGHAI, KOBE & MOJI ..... LOONGSANG\* ..... Saturday, 27th April, 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutang," "Namsang" and "Fooksang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yentang Port, Chefoo, Tientsin, via Chingwantsou.

Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpang, Taiao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD.

Telephone No. 215.

General Managers.

Hongkong, 16th April, 1912.

**"SHIRE" LINE OF STEAMERS, LTD.**

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For Steamship On  
LONDON, ROTTERDAM & ANTWERP ..... FLINTSHIRE ..... About 15th May.  
SHANGHAI, KOBE & YOKOHAMA ..... MONMOUTHSHIRE ..... 1st June.  
LONDON & ANTWERP ..... DENBIGHSHIRE ..... 15th June.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LTD., AGENTS.

Hongkong, 16th April, 1912.

**HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

WEDNESDAY, 17TH APRIL.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin, Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. &amp; 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. &amp; 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 21ST APRIL.

The Company's Steamer "SUI AN" will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG" 457 Tons.

Departure from Macao to Canton on Mon., Wednes., &amp; Fri. at 9 P.M. Departure from Canton to Macao on Tues., Thurs., &amp; Sat., at 4.30 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the office of the

HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR), Opposite the Blake Pier.

## Shipping

**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

## Destinations.

## Steamers.

## Sailing Dates.

MARSEILLE, LONDON & ANTWERP via SINGAPORE, PEKING, HOMBOURNE, COLOMBO, SUZU & PORT SAID ...

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOREA, YOKOHAMA, & YOKOHAMA

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

TAKOW (TOKIO) via KAGESHIMA MARU, TOSHI MARU, TENSOSHIN MARU, TOSA MARU, SADO MARU, YAWATA MARU, KITANO MARU, NIKKO MARU

BOMBAY via SINGAPORE AND COLOMBO

SHANGHAI, CEYLON MARU, MOJI & KOREA via KITANO MARU, NIKKO MARU

YOKOHAMA via YOKOHAMA

\*Cargo only.

\*Fitted with new system of wireless telegraphy.

\*Calling at Rotterdam after Antwerp.

## CALCUTTA LINE.

SINGAPORE, PEKING, NANG, RAN, GOON & CAL, CUTTA

## 1912 PASSENGER SEASON 1912

FOR EUROPE

Steamer	Tons	Captain	From Hongkong
ATSUTA MARU	2,000	J. Nagae	April 24th.
HITACHI MARU	7,000	I. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.
KITANO MARU	9,000	F. E. Cope	June 5th.

FOR SEATTLE

AWA MARU	7,000	R. Shimizu	April 23rd.
SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tomisaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

T. KUSUMOTO,  
Manager.**CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATION.

## FOR

## STEAMERS.

## TO SAIL.

SHANGHAI ..... CHENAN ..... 18th April 4 P.M.  
HAIPHONG ..... SUNGKUANG ..... 19th April Noon.  
SHANGHAI ..... LINAN ..... 20th April M'dnight.  
MANILA, ZAMBOANGA & CHANGSHA ..... 22nd April 4 P.M.  
AUSTRALIAN PORTS ..... CHANGSHA ..... 22nd April 4 P.M.  
MANILA, OEBU & ILOILO ..... KAIFONG ..... 28th April 4 P.M.  
SHANGHAI ..... CHINHUA ..... 29th April 4 P.M.  
WEIHAIWEI & TIENTSIN ..... HUICHOW ..... 28th April 4 P.M.  
TSINGTAU, CHEFOO & KIUKIANG ..... 28th April 4 P.M.  
NEWCHOWANG ..... 28th April 4 P.M.  
SHANGHAI ..... ANHUI ..... 27th April M'dnight.

DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin screw steamers "Tess" and "Taming," saloon accommodation amidships, electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chonan, Linan, Chinkiau,) with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.  
For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 26. Address: 16, DES VŒUX ROAD, HONGKONG  
SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 82, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURES arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG  
SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 82, Water Street.

16, DES VŒUX ROAD, HONGKONG, LONDON, E.C.

## Shipping

**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH

Deutsche Dampfschiffahrtsgesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD.

For Shanghai, Kolo &amp; Yokohama:

S.S. O.J.D. AHLLERS ... 4th May.

For Marseilles, Havre &amp; Hamburg:

S.S. SACHSEN ..... 6th May.

For Havre, Bremen &amp; Hamburg:

S.S. O.F. LAEIZ ..... 12th May.

For Marseilles, Havre &amp; Hamburg:

S.S. SITHONIA ..... 30th May.

For Rotterdam, Hamburg &amp; Antwerp:

S.S. ARCADIA ..... 31st May.

For Further Particulars, apply to

Hamburg-Amerika Linie,

Hongkong Office.

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## LOG BOOK.

The Hansa Line.

The Hansa Line, which is working in the Far East under an agreement with the Hamburg Amerika Linie, has declared

a dividend of 15 per cent. for last year, as compared with 10 per cent. for 1910. The gross surplus, including M. 44,400 brought forward, amounted to M. 6,233,840,

as compared with M. 4,362,885, for 1910. This surplus is arrived at after the deduction of depreciation, the precise amount of which is not mentioned. After

## VESSELS LOADING.

## European Ports.

Destination.	Vessel's Name.	For Freight	To be Apply To	Despatched.
London, Rotterdam & Antwerp	Flintshire	J. M. & Co.	10 May	
London and usual Ports	Asayo	P. & O.	27 April, Noon	
London and Antwerp	Dembighshire	J. M. & Co.	15 June	
Marseilles, via Saigon	Polynesien	M. M. & Co.	23 April	
Marseilles, Havre and Hamburg	Sachsen	do	29 April	
Marseilles, via Suez	Atsuta Maru	N. Y. K.	24 April, d'light	
Marseilles, Havre and Hamburg	Sithonia	H. A. L.	27 May	
Rotterdam, Hamburg & Antwerp	O. J. D. Ahlers	do	5 May	
Havre, Bremen and Hamburg	C. F. Lutz	H. A. L.	10 May	
Rotterdam, Hamburg & Antwerp	Arcadia	H. A. L.	31 May	
Trieste via Singapore, &c.	Koerber	S. W. & Co.	19 April	
Trieste via Singapore, &c.	Bohemia	S. W. & Co.	19 May	
Trieste via Singapore, &c.	China	S. W. & Co.	1 May	
New York, San Francisco and Canada.	Montrose	D. & Co.	23 April	
New York	Matope	Bank Line	15 May	
San Francisco via Shanghai and Japan	Uhuru	P. M. Co.	23 April	
San Francisco via Shanghai and Japan	Porsia	P. M. Co.	23 April	
do do	Manchuria	P. M. Co.	30 April, 1 p.m.	
Chiyo Maru	T. K. K.	7 May		
Nippon Maru	T. K. K.	28 May		
Hokkong Maru	T. K. K.	7 June, Noon		
Seattle Maru	O. S. K.	14 May		
Panama Maru	O. S. K.	30 April		
Mexico Maru	O. S. K.	28 May		
Vancouver via Shanghai, Japan &c.	Emp. of India	C. P. R. Co.	20 April	
do do do	Emp. of Japan	C. P. R. Co.	11 May	
Montenegro	C. P. R. Co.	1 June		
Minnesota	N. Y. K.	3 May, Noon		
Victoria, Seattle via Shanghai & Japan	Awa Maru	N. Y. K.	23 April, Noon	
Australia.	St. Albans	G. L. & Co.	27 April	
Australian Ports via Manila	P. Waldmar	M. & Co.	20 April, 9 a.m.	
Australian Ports &c. via Manila	Yawata Maru	N. Y. K.	10 May, Noon	
Australia via Manila Ports	Changsha	B. & S.	22 April, 1 p.m.	
Singapore, Coast Ports and Japan.	Nansung	J. M. & Co.	22 April, Noon	
Shanghai, Nagasaki, Kobe and Yokohama	P. Ludwig	N. D. L.	18 April	
Java &c.	Tjibodus	J. C. J. L.	F. half April	
Tjimuli	J. C. J. L.	S. half April		
Tjitaroom	J. C. J. L.	F. half April		
Borneo	M. & Co.	Middle of April		
Zafiro	S. T. & Co.	20 April, 4 p.m.		
Tjiliwong	J. C. J. L.	S. half April		
Tjipanas	J. C. J. L.	F. half May		
Tjipanoeck	J. C. J. L.	F. half April		
Coblenz	N. D. L.	30 April		
Yuensung	J. M. & Co.	20 April, 2 p.m.		
Rubi	S. T. & Co.	30 April		
Kaijo Maru	O. S. K.	21 April, Noon		
Haiching	D. L. & Co.	19 April, 11 a.m.		
Haitan	D. L. & Co.	23 April, 11 a.m.		
Nikkio Maru	N. Y. K.	8 May		
Onsang	J. M. & Co.	20 April		
Shanghai, Moji and Kobo	Ceylon Maru	N. Y. K.	21 April	
Shanghai, Kobo and Moji	Kutsing	J. M. & Co.	23 April, Noon	
Shanghai, Kobo and Yokohama	Andalusia	H. A. L.	30 April	
Yarra	M. M. Co.	22 April, 6 p.m.		
Saluzie	M. M. Co.	22 April		
Monmouthshire	J. M. & Co.	1 June		
Sithonia	do	20 April		
Andalusia	do	30 April		
Slavonia	do	30 April		
Bayern	do	5 May		
E. F. Ferdinand	S. W. & Co.	26 April		
Tjilatjap	J. C. J. L.	F. half April		
Bohemian	S. W. & Co.	5 May		
Tjimahi	J. C. J. L.	F. half May		
Tjikini	J. C. J. L.	S. half May		

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## PASSENGERS.

## Outward.

VESSELS LOADING.		PASSENGERS.		HONGKONG HOTEL.		UNCLAIMED TELEGRAMS.	
European Ports.		For Freight	To be Apply To	Despatched.			
Destination.	Vessel's Name.	Per P. and O. steamer Malwa, connecting with the steamer Asayte at Colombo. From London March 8.—			and Mrs. R. Williams and child, Mr. P. Armstrong, Mr. N. Robertson, Mr. Handmann, Mr. A. J. E. Davis.	Joseph, M. A.	Eastern Extension.
London, Rotterdam & Antwerp	Flintshire	J. M. & Co.	10 May		Andrews, Miss I.	Joseph, R. M.	List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong.—
London and usual Ports	Asayo	P. & O.	27 April, Noon		Aston, F. W.	Julian, O. O.	Bard, Peak Hotel, from Oxford.
London and Antwerp	Dembighshire	J. M. & Co.	15 June		Baldwin, Mrs. A. M.	Kirkham, J. C.	Benyon, Passengor Austria
Marseilles, via Saigon	Polynesien	M. M. & Co.	23 April		Bale, E. R.	Kuseman, A.	Lloydiano, from Shanghai.
Marseilles, Havre and Hamburg	Sachsen	do	29 April		Belkin, B.	Kuwada, T.	Boteler, Hongkong Hotel, from Manila.
Marseilles, via Suez	Atsuta Maru	N. Y. K.	24 April, d'light		Bell, Mr. & Mrs.	Langials, Miss	Captain Hunt, Punjabis, from London-Sup.
Marseilles, Havre and Hamburg	Sithonia	H. A. L.	27 May		Bell, C. D. J.	Lele, L. N.	Compton, from Manila.
Rotterdam, Hamburg & Antwerp	O. J. D. Ahlers	do	5 May		Bellon, O.	Lehmku, R.	George Desbien, from Manila.
Havre, Bremen and Hamburg	C. F. Lutz	H. A. L.	10 May		Birchenough, W.	Linton, P.	Hunlongue, Fathengkaihow Street, from Port Louis, Mauritius.
Rotterdam, Hamburg & Antwerp	C. F. Lutz	H. A. L.	31 May		Birchenough, W.	Lloyd, G. C.	Jaun Wah, Connught Road, from Friesland.
Trieste via Singapore, &c.	Arcadia	S. W. & Co.	19 April		Birchenough, W.	Long, C. C.	Koungiplong, from Manila.
Trieste via Singapore, &c.	Koerber	S. W. & Co.	19 April		Birchenough, W.	Macchio, D. D.	Koungiplong, from Manila.
Trieste via Singapore, &c.	Bohemia	S. W. & Co.	19 May		Birchenough, W.	Macquiton, T. M.	Koungiplong, from Manila.
Trieste via Singapore, &c.	China	S. W. & Co.	1 May		Birchenough, W.	Mariel, Dr. O.	Koungiplong, from Manila.
New York, San Francisco and Canada.	Montrose	D. & Co.	23 April		Birchenough, W.	Marr, Miss T.	Koungiplong, from Manila.
New York	Matope	Bank Line	15 May		Birchenough, W.	Marshall, Mr. and Mrs.	Koungiplong, from Manila.
San Francisco via Shanghai and Japan	Uhuru	P. M. Co.	23 April		Birchenough, W.	McJannet, Miss	Koungiplong, from Manila.
San Francisco via Shanghai and Japan	Porsia	P. M. Co.	23 April		Birchenough, W.	Matson, E.	Koungiplong, from Manila.
do do	Manchuria	P. M. Co.	30 April, 1 p.m.		Birchenough, W.	McDowell, Capt.	Koungiplong, from Manila.
Chiyo Maru	T. K. K.	7 May			Birchenough, W.	Meredi, J.	Koungiplong, from Manila.
Nippon Maru	T. K. K.	28 May			Birchenough, W.	Mirrles, J. R.	Koungiplong, from Manila.
Hokkong Maru	T. K. K.	7 June, Noon			Birchenough, W.	McHugh, Mr. and Mrs.	Koungiplong, from Manila.
Seattle Maru	O. S. K.	14 May			Birchenough, W.	McKean, Dr. W.	Koungiplong, from Manila.
Panama Maru	O. S. K.	30 April			Birchenough, W.	Morgan, Miss	Koungiplong, from Manila.
Mexico Maru	O. S. K.	28 May			Birchenough, W.	Morris, J.	Koungiplong, from Manila.
Vancouver via Shanghai, Japan &c.	Emp. of India	C. P. R. Co.	20 April		Birchenough, W.	Mulder, Mr. and Mrs.	Koungiplong, from Manila.
do do do	Emp. of Japan	C. P. R. Co.	11 May		Birchenough, W.	Myers, J. D. F.	Koungiplong, from Manila.
Montenegro	C. P. R. Co.	1 June			Birchenough, W.	Neumann, Mr. and Mrs.	Koungiplong, from Manila.
Minnesota	N. Y. K.	3 May, Noon			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Victoria, Seattle via Shanghai & Japan	Awa Maru	N. Y. K.	23 April, Noon		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Australia.	St. Albans	G. L. & Co.	27 April		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Australian Ports via Manila	P. Waldmar	M. & Co.	20 April, 9 a.m.		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Australian Ports &c. via Manila	Yawata Maru	N. Y. K.	10 May, Noon		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Australia via Manila Ports	Changsha	B. & S.	22 April, 1 p.m.		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Singapore, Coast Ports and Japan.	Nansung	J. M. & Co.	22 April, Noon		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Shanghai, Nagasaki, Kobe and Yokohama	P. Ludwig	N. D. L.	18 April		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Java &c.	Tjibodus	J. C. J. L.	F. half April		Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Tjimuli	J. C. J. L.	S. half April			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Tjitaroom	J. C. J. L.	F. half April			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Borneo	M. & Co.	Middle of April			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Zafiro	S. T. & Co.	20 April, 4 p.m.			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Tjiliwong	J. C. J. L.	F. half April			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Tjipanas	J. C. J. L.	F. half April			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Tjipanoeck	J. C. J. L.	F. half April			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Coblenz	N. D. L.	30 April			Birchenough, W.	Roos, k.o.	Koungiplong, from Manila.
Yuensung	J. M. &						

## FAR EASTERN NAVAL SQUADRONS.

## BRITISH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Macerity	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong
Astrea	2nd class cruiser	4,360	10	7,000	Captain E. B. Kiddo	Shanghai
Atlas	Admiralty tug	815	—	1,400	—	Hongkong
Bramble	Gunboat	710	—	900	Com. B. G. Washington	Kiu Kiang
Bitomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. L. Lines	Hankow
Cambrian	2nd class cruiser	4,360	10	7,000	Capt. J. E. Drummond	Hongkong
Chorus	Water tank and tug	300	—	340	Master W. Smith	Hongkong
Clio	British sloop	1,070	—	1,400	Comdr. H. R. Vale	Canton
Famo	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Gandy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosoman	West River
Janus	Torpedo-boat destroyer	320	6	3,000	Lt.-Comdr. Maxwell	Hongkong
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwatao
Kinsha	River gunboat	616	—	1,200	Lt.-Com. H. Marryatt	Hankow
Merlin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pisco	Hongkong
Minotaur	Armoured cruiser	14,600	—	27,000	Capt. G. C. Gayley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power M.V.O.	Hongkong
Moerheim	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt J.S.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtse
Otter	Torpedo-boat	385	6	6,300	Comdr. Lambe	Hongkong
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtse
Proteus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	500	6	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Depot ship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archibald	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Touthby	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Mauricio Leslie	Yangtse
Taku	Torpedo boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Receiving ship	4,650	6	—	Comdr. Eyes	Hongkong
Teal	River gunboat	180	2	800	Com. Hon. Guy Stoppard	Chungkiang
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Usk	T.B.D.	500	—	7,500	Lt.-Comdr. W. B. Blunt	Shanghai
Virago	Torpedo-boat destroyer	390	6	6,000	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	620	—	450	Lt.-Com. R. L. Hancock	Hongkong
Welland	T.B.D.	500	—	5,000	Lt.-Com. E. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	360	5	5,000	Lt.-Com. G. B. Harford	Hongkong
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow
Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G.						
Submarines:						
No. 36	Lieut.-Comdr. Godfrey Herbert	—	—	—	—	—
No. 37	Lieut.-Comdr. A. A. L. Fenner	—	—	—	—	—
No. 38	Lieut.-Comdr. J. R. A. Codrington	—	—	—	—	—
T.B. 035	Lieut.-Comdr. Woodward	—	—	—	—	West River.
T.B. 036	Lieut.-Comdr. Davies	—	—	—	—	West River.
T.B. 037	Lieut.-Comdr. Nicol	—	—	—	—	West River.
T.B. 038	Lieut.-Comdr. Seymour	—	—	—	—	West River.
AMERICAN.						
Adder	Submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	Protected cruiser	3,430	17	7,900	Com. C. S. Williams	Yokohama
Bathurst	Torpedo-boat destroyer	420	7	8,000	Ensign E. S. Root	Manila
Barry	Torpedo-boat destroyer	420	7	8,000	Ensign W. Cabaniss	Manila
Callao	Gunboat	243	8	250	Ensign Stuart W. Cake	Canton
Chauncey	Torpedo-boat destroyer	120	7	8,000	Ensign L. N. McNair	Manila
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald	Amoy
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman	Cavite
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. J. Fletcher	Manila
Decatur	Torpedo-boat destroyer	420	8	—	Ensign C. S. Graves	Manila
El Cano	Gunboat	—	—	—	Lt. Com. W. D. Brotherton	Yangtze
Helena	Gunboat	1,397	18	1,800	Com. R. O. Butler	Yangtze
Jurons	Gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Mindoro	Gunboat	170	5	—	Lieut. C. A. Woodruff	Manila
Mocassin	Submarine	—	—	—	Ensign E. D. Whorter	Cavite
Mohican	Station ship	1,000	—	5,244	Ensign Robt. V. Lowe	Cavite
Monadhnock	Monitor	4,084	4	5,200	Com. H. A. Bispham	Cavite
Monterey	Cruiser	3,430	25	—	Com. William G. Miller	Cavite
New Orleans	Submarine	243	8	—	Lieut. George C. Pegram	Cavite
Pampanga	Gunboat	—	—	—	Ensign L. C. Van de Carr	Manila
Porpoise	Submarine	—	—	—	Ensign J. W. Schenck	Cavite
Quirois	Gunboat	—	—	—	Ensign N. H. Rose	Cavite
Rainbow	Cruiser	6,206	14	—	Comdr. Joseph L. Jayne	Yangtze
Samar	Gunboat	242	8	250	Ensign W. M. Jensen	Manila
Saratoga	Protected cruiser	8,150	25	7,075	Oblt. W. L. Friedell	Yangtze
Shark	Submarine	—	—	—	Oblt. z. S. Claassen	Yangtze
Villalobos	Gunboat	370	9	500	Lieut. Comdr. W. A. Edgar	Hongkong
Wilmington	Gunboat	1,397	20	1,804	—	—
Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.						
GERMAN.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tsingtao
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain v. Ussher	Tsingtao
Illes	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselow	Tsingtao
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtao
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtao
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtao
Otter	River gunboat	—	—	—	Capt. Jantzen	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Beronborg	Tsingtao
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tsingtao
Tiger	Gunboat	900	10	1,350	Gomdr. Luppe	Tsingtao
Tsingtao	River gunboat	223	4	1,300	Capt. Lt. Frhr. Fricke	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai
FRENCH.						
Dupleix	Armoured cruiser	10,014	30	20,000	—	Hongkong
Kleber	1st Class cruiser	9,700	12	19,000	Lieut. de Linieres	Saigon
Decidée	Gunboat	845	10	1,000	Lieut. d'Estienne	Canton
Argus	River gunboat	180	6	570	Lieut. Biscaille	Canton
Vigilante	Gunboat	123	7	500	Lieut. Puech	Tongku
Pelion	Gunboat	130	—	—	Lieut. Coinbot	Saigon
Esturgeon	Submarine	—	—	—	Lieut. Marrs	Saigon
Lynx	Submarine	—	—	—	Lieut. Morris	Saigon
Perle	Submarine	500	—	—	Lieut. Seriot	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx	Armoured gunboat	1,798	10	1,700	—	Saigon
Fronde	Destroyer	350	7	303	—	Saigon
d'Iberville	Destroyer	—	—	—	—	Saigon Reserve
Takou	Destroyer	260	9	—	—	Hongkong
Pistole	Destroyer	130	7	300	Comdr. Mortenol	Hongkong
Mousquet	Destroyer	307	8	300	Lt. de le R. Kerandson	Hongkong
Vauban	Torpedo-depot	—	—	—	Lieut. Bibel	Cap. St. Jusques
Veteran	Torpedo-depot	—	—	—	—	—
Manche	Surveying-ship	1,025	10	9,000	Com. Ragot de Touche	Saigon
Flagship of Rear-Admiral Colloch de Kerillies, Commander-in-Chief, the French China Station.	Flagship of Commodore Boucicaut, Commanding the local defence Indo-China.	—	—	—	—	—
PORTUGUESE.						
Macao	Gunboat	700	—	—	Capt. Martins	Macao
Patra	Gunboat	—	—	—	Captain J. Milheiro	Macao
BRITISH.						

## MARKET PRICES.

Hongkong, April 5, 1912.

## BUTCHER MEAT.

	Cts.



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## COMMERCIAL

## Bullion.

Messrs. Samuel Montagu & Co.'s weekly circular dated London, March 21, says that "about £800,000 in bar gold was available, of which a much larger proportion than usual was reserved for India (owing to the fact that £174,500 worth of gold bars was submerged by the shipwreck of the P. & O. S. Ocean). The total was £205,000, which constitutes an easy record for one week's shipment. In the absence of Continental demand of any consequence, the bulk of the remainder will be sent in to the Bank of England as it leaves the refiners. The net influx during the week is £300,000.

"For the first time since December 20, bills have been allotted by the India Council below 1s. 4 3/2d."

Discussing the statements made by Sir Guy Fleetwood Wilson regarding the increasing use of gold currency in India in introducing the Indian Budget the circular states:—

"The debatable point is not the principle of a gold standard reserve, but its proportion to the currency in circulation, and further, the expediency of accelerating at considerable cost to the nation what is already in the process of accomplishment practically without any expense at all."

"It is obvious that if the present limitations to the accretion of the Gold Standard Reserve be removed, it is a mere question of time, and that not very prolonged, before the Gold Standard Reserve will assume such proportions as to place India upon a gold standard independent of government help for its maintenance."

Writing of silver the circular says:—

"Since our last letter the digester to the P. & O. S. Ocean, which now lies in the English Channel, thirteen fathoms deep, together with £551,010 in bar silver and £195,970 in gold bars and coin, has introduced some new features into the market. If the silver had sunk beyond the reach of recovery, the speculative group might have had reason to congratulate themselves on the transference of so large a portion of their holding to the underwriters, for apparently the world is not in a hurry to relieve them of their burden. But it is not anticipated that any real difficulty will be encountered in raising the buried treasure, which meanwhile may reasonably be regarded as part of the world's stocks, though for a little while neither on land nor sea."

"The effect of the mishap, therefore, upon London prices has been slight—it turned for a day or so a halting and indifferent market into a steady one—but in Bombay, where the silver was wanted for the settlement commencing April 6, the 'bull' element found the occurrence most opportune: though to turn it to a godsend would be infelicitous. The tentative corner already in existence became acute. About 2.1-2 per cent. premium was quoted for spot silver, and consignments have been despatched hurriedly overland from London via Brindisi, as well as from Eastern ports, to Bombay in substitution of part of the stock in temporary custody of the Ocean."

"On the whole, now that the present season is practically over in Bombay, as evidenced by the poorer demand for Council bills, there is but little encouragement to anticipate much enquiry for silver from the Indian Bazaars, unless in replacement of sales made previously to China."

"The stock in Bombay is 9,200 bars, a decrease of 600, but about £350,000 is on the way either by sea or land, and the offtake has fallen from 65 to 60 bars a day."

Messrs. Mocatta & Goldsmith's weekly circular dated London, March 22, states that "China has bought a little silver during the week, but most of the business has been on account of India, where the stocks lately have shown a considerable decrease and are now only 9,200 bars."

## Notices

THE INSTITUTION OF ENGINEERS & SHIPBUILDERS OF HONGKONG.  
King's Buildings.

A Smoking Concert will be held in the rooms of the above Institution on SATURDAY, April 20th, at 9 p.m. Admission 1s. Visitors are cordially invited. Tickets may be procured at the Institute.

W. J. TROAKES,  
Secretary.  
Hongkong, 14th April, 1912. [307]

## NOTICE.

HONGKONG FOOTBALL CLUB

THE ANNUAL DINNER will be held on SATURDAY, April 20th, at 7.15 p.m. in the HONGKONG HOTEL.

Members intending to be present should notify the undersigned, giving name of guests they intend to invite.

A. HAMILTON,  
Hon. Secretary.  
SA YINGPUN SCHOOL.  
Hongkong, 12th April, 1912. [293]

HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Office of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chater Road.

By Order,  
T. F. HOUGH,  
 Clerk of the Course.  
Hongkong, 13th April, 1912. [301]

HONGKONG TENNIS LEAGUE

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion, on THURSDAY next, the 18th inst., at 3.15 p.m.

All Clubs wishing to compete are requested to send their representatives to the Meeting.

A. O. BROWN,  
Hon. Secretary.  
Hongkong, 16th April, 1912. [310]

DIRECCAO DAS OBRAS PUBLICAS DE MACAU.

THE Macau Public Works Department will, up to 12 o'clock (noon) of the 10th day of the coming month of May, receive proposals for the erection of eight (8) dwelling-houses, under the following conditions:—

The bidder shall present detailed and complete designs of the construction type that he proposes to execute, restricting himself to the lot which is disposed for the effect, situated in the Plan which may be seen at the Portuguese Consulate in Hongkong and at the Public Works Department in Macao.

The type of the buildings will be subordinated only to the following characteristics:

(a) Each house shall consist of ground-floor, built on an iron base, and first floor;

(b) It will be destined for family lodgings and shall contain from 6 to 8 interior apartments. Outside the building there shall be the necessary out-houses;

(c) All houses shall be isolated and independent and shall be provided with gardens and yards where the said out-houses shall be situated. Twinhouses, that is, those equal to one another and symmetric, forming only one body of the building, will be admitted, provided they are absolutely independent.

3rd

Each proposal must consist of:

(a) Complete design (Plans, Elevations and detailed description of the works);

(b) Specifications of the execution;

(c) Price of each complete building.

4th

Within thirty days reckoned from the date on which the reception of the proposals close, the classification of the competitors will be published, the same way and in the same places as the present notices are. No claim will be admitted on the classifications.

5th

The conditions for preference are:

(a) Price per square metre of dwelling;

(b) Aesthetic and hygienic of the buildings;

(c) Time taken for the conclusion of works;

6th

Designs whose price for each complete building (condition 3rd) exceeds five thousand dollars (\$5,000) cannot be considered. By building here is meant the house defined in a and b of condition 2nd.

7th

To the competitors classified in the first place, the adjudication for the erection of the buildings will be granted; the next will be awarded a prize of \$500 and the third the prize of \$250.

8th

All the designs presented will remain in the possession of the Messrs. Public Works Department.

TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaker and Executor.

S. H. SWAN, TOMAS & CO., General Managers.

Hongkong, 16th April, 1912. [303]

## To Sail

THE AMERICAN & MANCHURIAN LINE.  
FOR NEW YORK.

(With Liberty to call at the Malabar Coast.)

THE Steamship

"MATOPPO,"

Captain: Dorman, will be despatched for the above port on or about WEDNESDAY, 16th May.

For Freight and further information, apply to

THE BANK LINE, LTD.,

General Agents.

Hongkong, 15th April, 1912. [309]

Regular Steamship Service  
FORWARDED SAILING FROM HONGKONG.

FOR NEW YORK.

(With liberty to call at the Malabar Coast and to proceed via the Cape of Good Hope.)

S. H. MONROSE { (on or about

23rd April.

For Freight and further information, apply to

DODWELL & CO., LTD.,

Agents.

Hongkong, 16th April, 1912. [303]

THE

YOKOHAMA SPECIE BANK,

LIMITED.

Established 1880.

AUTHORISED CAPITAL £10,000,000

PAID-UP CAPITAL ... £3,000,000

RESERVE FUND ... £1,750,000

Head Office—YOKOHAMA.

Branches and Agencies at

Antung-Hsing Nagasaki

Bombay Newchwang

Calcutta New York

Chengtowh Osaka

Daipohokh Peiping

Fengtien Ruyan Port (Kra-

Hankow San Francisco)

Kobe Shanghai

Liao-Yang Tieling

London Tientsin

Lyons Tokyo

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,

Manager.

Hongkong, 1st April, 1912. [18]

Consignees

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

Captain: E. W. Yam, will be despatched for the above ports on SATURDAY, the 20th April, at 1 p.m.

For Freight or Passage, apply to

DAVID SASOON & CO., LTD.,

Agents.

Hongkong, 16th April, 1912. [304]

THE

GEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARY,"

FROM LEITH, MIDDLEBRO, LONDON & STRAITS.

THE CONSIGNMENT of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 28th April, or they will not be recognized.

All broken, clashed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th April, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 9th April, 1912. [290]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System (Rate and Particulars on application).

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.

Undertaker and Executor.

S. H. SWAN, TOMAS & CO.,

General Managers.

Hongkong, 16th April, 1912. [303]

## Banks

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and the Republic of Panama.

Head Office—60, Wall Street, New York.

London Branch—10, Threadneedle St., E.C.

BRANCHES

Korea Manila Mexico

Canton Mexico

Calcutta Mexico

## INFLAMMABLE CELLULOID.

Chemical Process of Its Combustion Studied by German Scientist.

It is well known that celluloid is highly inflammable and on various occasions has caused loss of life and property. The chemical process of its combustion has recently been studied by Dr. Panzer of Vienna, and the results of his experiments are of great value to science and industry, as they show a way of dealing with a celluloid blaze. This substance does not ignite spontaneously; but it was found that after extinguishing the flames of a piece of burning celluloid, decomposition would still go on, and would continue even in a vessel filled with carbonic acid or steam.

This shows that atmospheric oxygen is not necessary for decomposition; that a fire caused by celluloid can only with difficulty be put out with water, and that ordinary chemical fire extinguishers are useless. The flameless combustion starts at a temperature of but little over 100 degrees Cent. (212 degrees Fahrenheit) so that the decomposition may be started by a flame situated quite some distance away. The white vapors resulting from the combustion form an explosive mixture with air.

To extinguish a celluloid blaze in a building is a most difficult task, if not impossible. On account of the rapidly spreading flames and the excessive heat of the fumes (nearly 750 degrees Fahrenheit) the seat of the blaze is almost inaccessible to the fire fighters. Ignition and gasification of celluloid may be caused by an open flame or simply by heat. The temperature required for decomposition lies between 105 to 185 degrees Cent. (221 to 365 degrees Fahrenheit); therefore a hot stove can cause the decomposition. If a piece of celluloid is slowly heated, it may be observed that it softens at first, then blisters begin to appear all over and suddenly decomposition sets in, sometimes accompanied by flames. The products of dissociation consist of gases, liquids and carbonaceous matter. The colourless gases contain carbon monoxide and nitrogen oxides and are therefore extremely poisonous.

Mr. F. S. Salaman was appointed trustee.

## SLAG IN CEMENT.

It is reported from Germany that as a result of several official tests, Portland cement containing 30 per cent of ground dried blast furnace slag is deemed equal to pure cement. It has been discovered that certain descriptions of slag, with the addition of about 10 per cent of Portland cement and a small proportion of gypsum, form an excellent cement, and that in sea water particularly its behaviour is remarkably satisfactory.

## AN INVISIBLE AIRSHIP.

Baron Adam Roenne has invented and taken out English patents on a new type of airship, which, it is claimed, will be invented at a distance of about one thousand yards.

The huge envelope or compartment for holding the gases is to be made of chromium—a metal which will retain such a high polish that the sky will be reflected so perfectly as to make the device invisible against its background.

To prevent the airship from reflecting the earth a keel will be used, the lower edge of which will be sharp, while its sides will slope upward at such angles as to cast no shadow.

## NEARLY 109.

Mrs. Mary Bryan, of Frankfort Lodge, Dundrum, County Dublin, will celebrate her 109th birthday on June 1, and is still able to be about.

Mrs. Eliza Coomber, of Chaddingstone (Kent), who is 103, has never seen the sea. Her brother fought in the battle of Waterloo.

At Southwark Cathedral, as the Bishop of Southwark was about to begin his sermon, a clergyman, who was seated among the congregation, rose, and addressing the Bishop in a loud voice, said, "My Lord, I wish to protest against the scandalous system of preferment in this diocese." He was removed by the wardens as gently as possible although he resisted vigorously. It is understood that the protest was particularly against preferment not being given to clergymen with large families.

## "DEAR OLD CHARLIE."

The Censor's Play which was not Censored.

The censor can do more to advertise a play than all the press agents in London. "Dear Old Charlie" is drawing packed houses because it should have been censored and was not, as the censor wrote it, and half the crowd which assembled for the first performance of the banned play, "The Secret Woman," had to be turned away because the theatre could not accommodate them.

The performance of "The Secret Woman" was an invitation affair, intended to show how little the censor knows of his business. Miss Lillah McCarthy lent her theatre, the Kingsway; Cranville Parker contributed his services as producer, and various actors and actresses gave their personalities. Naturally, Mr. Philpott was glad to have the play done to prove how unjustly he had been treated.

Though there seems no adequate reason for banning "The Secret Woman," it must be confessed there also seems no reason for producing it, for it is rather dull. There are a few violent and dramatic moments, but these are succeeded by half-hours of monotony and purposeless conversation.

All the well-known people in the social, literary, theatrical and artistic worlds of London assembled at the Kingsway to show their opinion on censorship. They could not work up to great enthusiasm over the piece, but they greeted Mr. Parker with tremendous applause, and they agreed with him in his opinion as to the injustice of censoring Mr. Philpott's work.

## WERNHER'S SON BANKRUPT.

An Undergraduate's Extravagance.

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe. Letters for this route should be superscribed via Siberia.

The Parcel Post system to the following places in China is for the present suspended:—Huepe, Hunan and Tengyush.

## MAILS VIA SIBERIA.

Left London	Due Shanghai
March 20.	April 5.
March 23.	April 9.

## MAILS DUE.

American, Manchuria, 20th inst.  
American, Mongolia, 7th prox.

## MAILS CLOSE.

Siam—Per K'ongwai, 18th April, 9 A.M.

Haiphong and Pakhoi—Per Hanoi, 18th April, 11 A.M.

Macao—Per Sui Tai, 18th April, 11 A.M.

Saigon—Per Quaria, 18th April, 2 P.M.

Shanghai and North China—Per Chuen, 18th April, 8 P.M.

Shanghai, North China, and Japan via Moji—Per Pesiawur, 18th April, 4 P.M.

Kudat and Sandakan—Per Borneo, 18th April.

Mathilde, Ger. s.s., 831, Uldrup, 16th April—Haiphong and Hoilow 16th April, Gen.—J. & Co.

Daiji Maru, Jap. s.s., 846, Y. Somokawa, 17th April—Tamsui, via Amoy and Swatow 15th April, Gen.—O. S. R.

Eiviken, Nor. s.s., 1,377, Angeman, 17th April—Port Arthur, Coal—Order.

Haiching, Br. s.s., 1,267, W. O. Pansmore, 17th April—Swatow 16th April, Gen.—D. L. & Co.

Chenan, Br. s.s., 1,349, L. Jones, 17th April—Canton 16th April, Gen.—B. & S.

Kwangsh, Chi. s.s., 1,586, Stewart, 17th April—Shanghai 14th April, Mails and Gen.—C. M. S. N. Co.

Prinz Ludwig, Ger. s.s., 5,688 F. v. Blinzer, 17th April—Hamburg 7th Mar., and Singapore 13th April, Mail and Gen.—M. & Co.

Peshawur, Br. s.s., 4,884, E. W. Bruce, 17th April—London 2nd Mar., Gen.—P. & O. S. N. Co.

## SHIPPING NEWS.

The Dodwell Line s.s. Pathan arrived at Boston on the 18th inst.

The Dodwell Line s.s. Shimosa arrived at New York on the 14th inst.

The I.C.S. N. Co.'s s.s. Hopson, from Calcutta, is due at Hongkong on the 1st prox., and leaves for Japan on the 4th prox.

The I.C.S. N. Co.'s s.s. Nameang, from Moji, is due at Hongkong on the 21st inst., and leaves for Straits and Calcutta about 27th inst.

The I.C.S. N. Co.'s s.s. Cheongshing, from Chefoo, is due at Hongkong on the 21st inst., and leaves for Tientsin on the 26th inst.

## ARRIVED.

Hong Wan I, Chi. s.s., 2,000, J. Mason, 16th April—Singapore 11th April, Gen.—J. & Tek Seng.

Mathilde, Ger. s.s., 831, Uldrup, 16th April—Haiphong and Hoilow 16th April, Gen.—J. & Co.

Daiji Maru, Jap. s.s., 846, Y. Somokawa, 17th April—Tamsui, via Amoy and Swatow 15th April, Gen.—O. S. R.

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Peshawur, Br. s.s., 4,884, E. W. Bruce, 17th April—London 2nd Mar., Gen.—P. & O. S. N. Co.

## DEPARTED.

April 17.

Lutzw, for Bremen.

Sohu-maru, for Apung.

Haimun, for Swatow.

Tungus, for Saigon.

Hoilow, for Canton.

Hangang, for Canton.

Sumar, for Straits.

Yunshu, for Shanghai.

Germany, for Manila.

Kellerhoff, for Seattle.

Glenfalloch, for Swatow.

Iasitos, for Saigon.

Michael Jebsen, for Pakhoi.

Yi-Loung, for Keao.

Holene, for Swatow.

PASSAGERS DEPARTED.

Per s.s. Siberia, sailed on 10th April, for San Francisco, &c.

Atkins, H. B., Lewis, Mr. & Mrs.

Archer, W., H.

Aveil, S. G., Lewis, J. E.

Atong, S., Lewis, C. N.

Buck, Mrs. A. J., Laune.

Broadwater, Miss Little, Col. J. W., M. S. A.

Bong, J., Martin, Mrs. J. P.

Blagden, Mr. and Morrison, W. T.

Mrs. P., McCulloch, W.

Carrance, Mr. and Myers

Mrs. F., Mok, Kuan-sang,

Ody, C. H., Mr. and Mrs.

Grandall, F. A., Mortz, H.

Cheok, C. M., Noury, Mr. & Mrs.

Churchill, A. C., L.

Crake, Capt. R. H., Niss, H.

Crandell, F. W., Ogleby, Rev. R.

Davis, Mrs. M. B., B.

Donne, D. J., Oppermann, Miss

Davis, Miss A. E., E.

Ellis, Perry, Master N.

Eklund, Mr. and Perry, Mr. and

Mrs. M., Mrs. C. J.

Elias, Miss P. W., Pratt, F. L.

Fitch, Miss T., Price, Mr. & Mrs.

Fellowes, Miss G., R.

Frince, Mr. and Pennington, Lieut.

Mrs. J. S., Quan Sam

Fitzman, W. M., Quan Kai

Goold, Mr. & Mrs. Ryan

M. P., Reynolds, Mr. and

Gregory, Miss L., Mrs. W. B.

Gordon, Miss B., Swan, Major and

Gaffiekin, C. H., Mrs. J. W.

Greig, F. H., Sinclair, A.

Green, H. E., Shorey, A. C.

Gregory, Mr. and Spelman, H. A.

Mr. C. E., Still, Mr. & Mrs.

Jeffries, H. U., Todd, Master H.

Jones, Miss H., Todd, Miss H. S.

Joseph, F. A., Takahashi, S.

Jones, E. H., Todd, Major and

Jackson, Miss A., Mrs. H. P.

Jones, Miss M., Uhler, F.

Josephs, M. A., Wu Luke-chuen

Wynn, Miss A.

Gibson, Col. St., Stanley, W. B.

Hightower, F. W., Scofield, Mrs. H.

Highton, F. W., C.

Ilgenfriz, Mr. and Theller, F.

John, Mr. and Todd, Master H.

Jeffries, H. U., Todd, Miss H. S.

Jones, Miss H., Todd, Miss H. S.

Joseph, F. A., Takahashi, S.

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